U.S. Department of Transportation

BUDGET ESTIMATES
FISCAL YEAR 2026

FEDERAL AVIATION ADMINISTRATION

SUBMITTED FOR USE OF
THE COMMITTEE ON APPROPRIATIONS

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Section 1. Overview

OVERVIEW

The FY 2026 President's Budget Request of $22.0 billion for FAA is an investment in the future of the National Airspace System (NAS). The request holds safety as FAA's highest priority, boosting resources to grow our air traffic controller workforce and improve aviation safety oversight. The request also advances two infrastructure priorities: the transformation of our telecommunications infrastructure and the phased replacement of aging radar systems. While these represent major initiatives, they are just one part of a broader plan to build a new, state of the art air traffic control system that will be the envy of the world. All efforts will be guided by a shared emphasis on innovation, efficiency, and long-term operational improvement.

The President's Budget continues FAA's ongoing surge to hire and train the next generation of air traffic controllers. Building on the planned air traffic controller hiring in FY 2025, the budget request will support the supercharged hiring and training of up to 2,500 controllers in FY 2026. The President's Budget also bolsters aviation safety improvements and cybersecurity enhancements to allow FAA to increase aviation safety oversight and keep pace with the proliferation of cyber and other security threats.

FAA is prioritizing investments to accelerate the transition from Time Division Multiplexing (TDM) to modern Internet Protocol (IP)-based communications. FAA's Project LIFT (Legacy Infrastructure to Future Technologies) is a strategic set of capital investments designed to complement and enable the transition of FAA's telecommunications infrastructure. This initiative includes the acquisition and deployment of voice switches and IP radios, which are critical to fully leveraging the capabilities of the new IP infrastructure.

The President's Budget also makes a down payment to initiate a multi-year effort to replace FAA's legacy cooperative and non-cooperative radar systems. By modernizing these foundational surveillance capabilities, we will not only enhance situational awareness and operational resilience but also enable the integration of emerging technologies and new entrants like drones and advanced air mobility.

Operations - The FY 2026 budget requests $13.8 billion for the Operations account, an increase of $359.2 million, or 2.7 percent above FY 2025. The President's Budget requests funding for the Air Traffic Organization (ATO), which is responsible for managing the air traffic control system, and the Aviation Safety Organization (AVS), which ensures the safe operations of the airlines and certifies new aviation products. In addition, this account also provides for the oversight of the commercial space transportation industry, as well as FAA policy and overall management functions. This funding level enables the agency to preserve the highest level of safety in the national airspace while investing in innovation.

This budget request includes $142.0 million of targeted programmatic increases that will allow FAA to support key initiatives on controller hiring, aviation safety and oversight,

and cybersecurity. This includes $97.3 million to meet the hiring and training goal of up to 2,500 air traffic controller trainees in FY 2026, allowing FAA to rebuild the pipeline of the Certified Professional Controller (CPC) staffing levels to meet current traffic demands and improve safety. The hiring and training supercharge will streamline the path for controller training while further increasing resiliency to serve high demand markets.

To enhance aviation oversight, FAA has committed to increase "boots on the ground" to support improved surveillance of production and manufacturing activities as well as air carrier maintenance surveillance. The FY 2026 budget requests an increase of $9.7 million and 91 positions to enhance aviation safety and increase oversight of aviation production and maintenance.

The cyber threat landscape is constantly changing. Cyber-attacks could adversely impact FAA and may compromise sensitive data and disrupt operations, causing detrimental consequences. To enhance FAA's cybersecurity, an additional $35.0 million is requested to address cyber vulnerabilities and improve our security positions against potential cyber-attacks and minimize risk, by replacing outdated equipment and software modernization of the infrastructure in data centers.

In addition to programmatic requests, the Operations budget includes $217.2 million in fixed cost increases such as annualization of FY 2025 air traffic controller and aviation safety inspector hiring, the introduction of new equipment into the system, and increased costs of key air traffic service contracts like the Federal Contract tower program or telecommunication carrier costs.

Facilities and Equipment - The FY 2026 budget requests $4.0 billion for F&E, an increase of $823.7 million, or 25.9 percent above FY 2025. This funding is necessary to ensure continuity of operations, preserve the integrity of long-standing capabilities, and enable us to evolve in response to emerging challenges and technological advancements. The budget request supports critical modernization initiatives, including the transition of FAA's telecommunications infrastructure and to start to replace FAA's aging radars, while also sustaining FAA's long-standing systems and maintaining vital infrastructure.

As part of the President's bold vision to build a new air traffic control system, the budget requests $1.0 billion for Project LIFT, a portfolio of programs to modernize FAA's Telecommunications Infrastructure, including transitioning from older TDM to newer IP technologies and improving the systems that use that network. This includes funding for Voice Switch Replacement, which is the backbone of FAA's communications network, and the purchase of thousands of the next generation of radios. Project LIFT aims to enhance performance, provide scalability, and improve long-term operational efficiency of FAA's safety systems.

In addition, $450 million is requested for the Radar Replacement Program, a multi-year effort to replace FAA's aging radar systems. By modernizing these foundational surveillance capabilities, we will not only enhance situational awareness and operational

resilience but also enable the integration of emerging technologies and new entrants like drones and advanced air mobility.

The budget request remains committed to the continued sustainment of the legacy infrastructure that forms the backbone of the NAS. These systems require strategic upgrades to prevent operational disruptions and preserve system integrity. These investments honor our responsibility to the flying public and the broader transportation ecosystem by safeguarding the critical services that millions depend on each day. As we work toward the future of aviation, our commitment to sustaining legacy capabilities reflects a deliberate and necessary choice to keep the system safe, resilient, and fully functional.

In addition to the request for Facilities & Equipment, the final year of the Infrastructure Investment and Jobs Act (IIJA) includes advance appropriations in FY 2026 of $1.0 billion. FAA will leverage IIJA funding to invest $594.9 million to address our aging facilities.

Research, Engineering & Development - The FY 2026 budget requests $165.0 million for the Research, Engineering and Development account, a decrease of $115.0 million, or 41.0 percent, below FY 2025. This funding will support transformation, safety, and economic growth through FAA's applied research on new and advanced technologies. These research efforts enable the timely and safe introduction of technologies to improve performance across all elements of the aviation system.

The budget focuses FAA research on Safety, Innovation, Resilience, and Security. This supports research in fire safety and human factors while furthering investments in new entrants such as unmanned aircraft systems and commercial space transportation. The budget requests $15.6 million to support research that builds upon current drone operations, rules policy, and procedures to achieve full Unmanned Aircraft System (UAS) integration in the airspace system. The request also includes $4.2 million to further the safe integration of commercial space operations into the national airspace. Research will support human space flight and improved rocket fuels.

The request refocuses environmental research on programs that ensure novel jet fuels are safe for use, model and understand noise impacts from both existing aircraft and new entrants and enable U.S. leadership in ICAO noise and emissions standards.

Grants-in-Aid for Airports – The budget requests $4.0 billion for Grants-in-Aid for Airports, equal to FY 2025. 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 includes $160.0 million for personnel and related expenses for FAA's Office of Airports.

The request provides $41.8 million for the Airport Technology Research program to support the safe and efficient integration of new and innovative technologies into the airport environment. The program also includes funding for the innovative Airport

Pavement Technology Program. Additionally, $15.0 million is requested for the Airport Cooperative Research Program to carry out applied research on problems that are shared by airport operating agencies.

In addition to the request for Grants-in-Aid for Airports, the IIJA includes advance appropriations in FY 2026 of $3.0 billion for Airport Infrastructure Grants and $1.0 billion for Airport Terminal Grants. IIJA funding further supports pavement and other typical airport infrastructure projects as well as projects that support airport terminal and airport-owned tower improvements and multimodal connections to airports.

Conclusion

FAA's budget request for FY 2026 continues to build on significant investments from FY 2025 into aviation safety and oversight and controller hiring and training surge efforts. It also advances two infrastructure priorities in support of the President's bold vision to build a new air traffic control system: the transformation of FAA's telecommunications infrastructure and replacing aging radar systems. When coupled with IIJA funding to sustain and modernize our infrastructure, the budget will fund critical investments needed to keep pace with the aviation economy and enhance opportunities to improve the safety, innovation, efficiency, and long-term operational improvement of the NAS. The FY 2026 budget submission advocates a clear message regarding the agency's most critical funding requirements and scale of resources needed to meet future challenges.

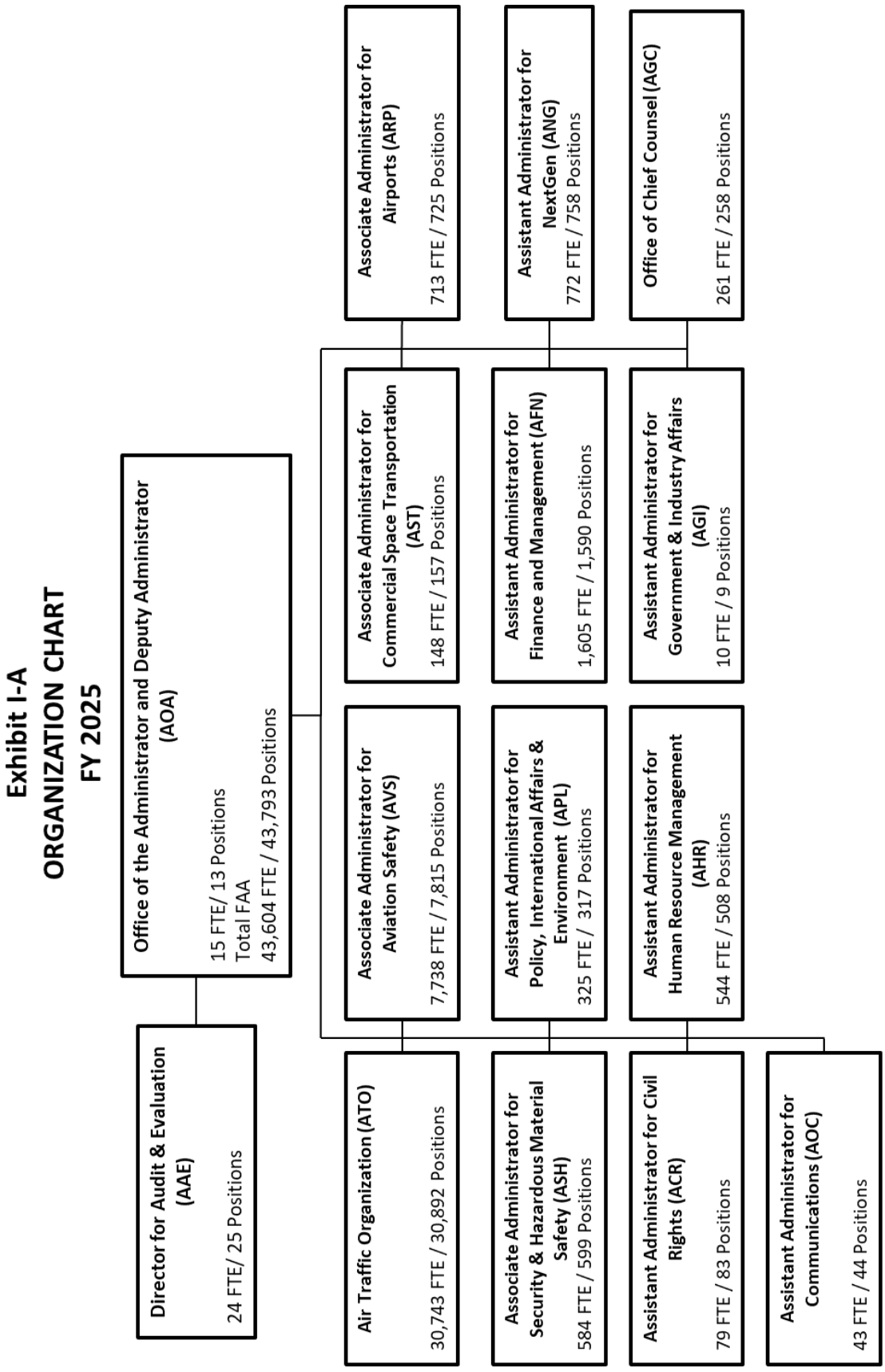
Exhibit I-A
ORGANIZATION CHART
FY 2025
Office of the Administrator and Deputy Administrator (AOA)
15 FTE/ 13 Positions
Total FAA
43,604 FTE / 43,793 Positions
Director for Audit & Evaluation (AAE)
24 FTE/ 25 Positions
Associate Administrator for Airports (ARP)
713 FTE / 725 Positions
Assistant Administrator for NextGen (ANG)
772 FTE / 758 Positions
Office of Chief Counsel (AGC)
261 FTE / 258 Positions
Associate Administrator for Commercial Space Transportation (AST)
148 FTE / 157 Positions
Assistant Administrator for Finance and Management (AFN)
1,605 FTE / 1,590 Positions
Assistant Administrator for Government & Industry Affairs (AGI)
10 FTE / 9 Positions
Associate Administrator for Aviation Safety (AVS)
7,738 FTE / 7,815 Positions
Assistant Administrator for Policy, International Affairs & Environment (APL)
325 FTE / 317 Positions
Assistant Administrator for Human Resource Management (AHR)
544 FTE / 508 Positions
Air Traffic Organization (ATO)
30,743 FTE / 30,892 Positions
Associate Administrator for Security & Hazardous Material Safety (ASH)
584 FTE / 599 Positions
Assistant Administrator for Civil Rights (ACR)
79 FTE / 83 Positions
Assistant Administrator for Communications (AOC)
43 FTE / 44 Positions

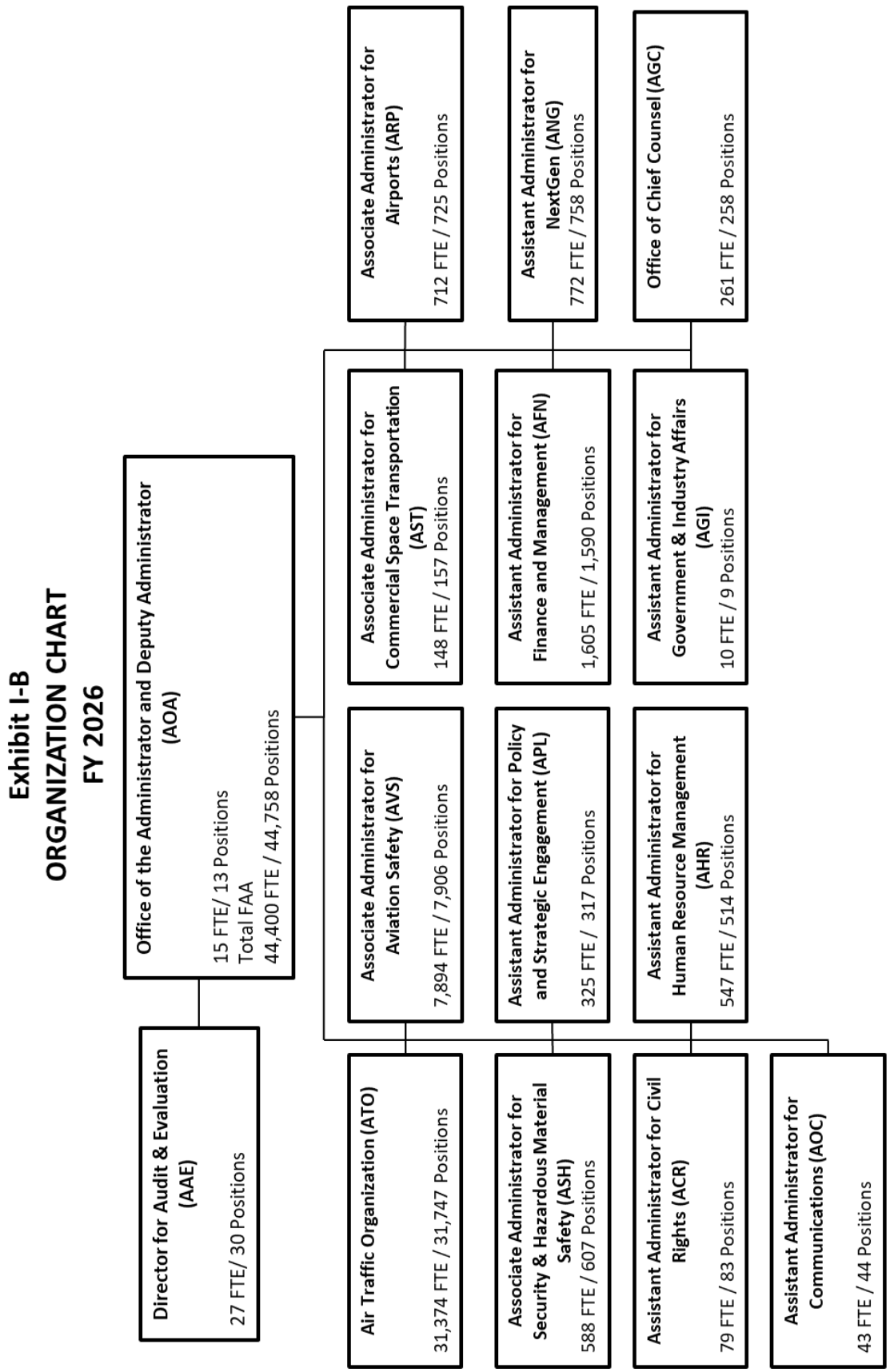
Exhibit I-B
ORGANIZATION CHART
FY 2026
Office of the Administrator and Deputy Administrator (AOA)
15 FTE/ 13 Positions
Total FAA
44,400 FTE / 44,758 Positions
Director for Audit & Evaluation (AAE)
27 FTE/ 30 Positions
Associate Administrator for Airports (ARP)
712 FTE / 725 Positions
Associate Administrator for Commercial Space Transportation (AST)
148 FTE / 157 Positions
Associate Administrator for Aviation Safety (AVS)
7,894 FTE / 7,906 Positions
Air Traffic Organization (ATO)
31,374 FTE / 31,747 Positions
Assistant Administrator for NextGen (ANG)
772 FTE / 758 Positions
Assistant Administrator for Finance and Management (AFN)
1,605 FTE / 1,590 Positions
Assistant Administrator for Policy and Strategic Engagement (APL)
325 FTE / 317 Positions
Associate Administrator for Security & Hazardous Material Safety (ASH)
588 FTE / 607 Positions
Office of Chief Counsel (AGC)
261 FTE / 258 Positions
Assistant Administrator for Government & Industry Affairs (AGI)
10 FTE / 9 Positions
Assistant Administrator for Human Resource Management (AHR)
547 FTE / 514 Positions
Assistant Administrator for Civil Rights (ACR)
79 FTE / 83 Positions
Assistant Administrator for Communications (AOC)
43 FTE / 44 Positions

Section 2. Budget
Summary Tables

EXHIBIT II-1
FY 2026 BUDGET AUTHORITY
FEDERAL AVIATION ADMINISTRATION
($000)

ACCOUNT NAME	M / D	FY 2024 ENACTED	FY 2025 FULL YEAR CR	FY 2026 REQUEST
Operations (TF)	**D**	**$ 12,729,627**	**$ 13,482,783**	**$ 13,842,000**
Rescissions				
Transfers				
Offsets				
Facilities and Equipment (TF)	**D**	**$ 3,191,250**	**$ 3,176,250**	**$ 4,000,000**
Rescissions		$ (1,593)		
Transfers				
Offsets				
Research, Engineering and Development (TF)	**D**	**$ 280,000**	**$ 280,000**	**$ 165,000**
Rescissions				
Transfers				
Offsets				
Grants-in-Aid for Airports	**M**	**$ 3,350,000**	**$ 4,000,000**	**$ 4,000,000**
Contract Authority (AATF)		$ 3,350,000	$ 4,000,000	$ 4,000,000
Rescissions				
Transfers				
Offsets				
Obligation Limitation [Non-Add]	**D**	**[3,350,000]**	**[3,350,000]**	**[3,350,000]**
Overflight Fees	**M**	**$ 158,778**	**$ 166,613**	**$ 174,363**
Overflight Fees (Transfer to EAS)	**M**	**$ (158,778)**	**$ (166,613)**	**(174,363)**
Land Proceeds	**M**	**$ 1,234**	**$ -**	**$ -**
Aircraft Sales	**M**	**$ 3,635**	**$ 15,000**	**$ -**
NET NEW BUDGET AUTHORITY REQUESTED:		**19,554,153**	**20,954,033**	**22,007,000**
[Mandatory BA]	**M**	$ 3,354,869	$ 4,015,000	$ 4,000,000
[Discretionary BA]	**D**	$ 16,199,284	$ 16,939,033	$ 18,007,000
Supplemental Funding		**$ 532,392**	**$ 80,315**	**$ -**
Grants-in-Aid for Airports	**D**	$ 532,392	$ 50,000	$ -
Facilities and Equipment - Spectrum Relocation Funding	**M**	$ -	$ 30,315	$ -
IIJA Supplemental (Division J)		**$ 4,998,000**	**$ 4,998,000**	**$ 4,998,000**
Facilities and Equipment	**D**	$ 1,000,000	$ 1,000,000	$ 1,000,000
Airport Infrastructure Grants*	**D**	$ 2,999,000	$ 2,999,000	$ 2,999,000
Airport Terminal Program*	**D**	$ 999,000	$ 999,000	$ 999,000
Grand Total, All Appropriations		**$ 25,084,545**	**$ 26,032,348**	**$ 27,005,000**

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

EXHIBIT II-2

FY 2026 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
FEDERAL AVIATION ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

ACCOUNT NAME	M/D	FY 2024 ENACTED	FY 2025 FULL YEAR CR	FY 2026 REQUEST
Operations	**D**	**12,729,627**	**13,482,783**	**13,842,000**
Air Traffic Organization (ATO)		9,439,573	10,104,636	10,378,148
Aviation Safety (AVS)		1,745,532	1,832,078	1,876,039
Commercial Space Transportation (AST)		42,018	42,018	42,179
Finance & Management (AFN)		947,706	947,391	984,897
NextGen (ANG)		67,818	67,818	68,273
Security and Hazardous Materials Safety (ASH)		162,155	162,470	163,628
Staff Offices		324,825	326,372	328,836
Facilities & Equipment	**D**	**3,191,250**	**3,176,250**	**4,000,000**
Engineering, Development, Test and Evaluation		129,428	153,600	158,800
Air Traffic Control Facilities and Equipment		1,957,633	1,933,711	2,792,500
Non-Air Traffic Control Facilities and Equipment		215,200	165,600	154,800
Facilities and Equipment Mission Support		254,250	288,600	223,900
Personnel and Related Expenses		634,739	634,739	670,000
Research, Engineering & Development	**D**	**280,000**	**280,000**	**165,000**
Grants-in-Aid for Airports		**3,350,000**	**4,000,000**	**4,000,000**
Grants-in-Aid for Airports	**M**	3,131,051	3,776,967	3,783,173
Personnel & Related Expenses	**M**	152,148	156,232	160,000
Airport Technology Research	**M**	41,801	41,801	41,827
Airport Cooperative Research Program	**M**	15,000	15,000	15,000
Small Community Air Service	**M**	10,000	10,000	0
Gross New Budgetary Resources		19,550,877	20,939,033	22,007,000
Rescissions		-1,593		
Transfers				
Offsets				
TOTAL BUDGETARY RESOURCES:		**$ 19,550,877**	**$ 20,939,033**	**$ 22,007,000**
[Mandatory]		3,350,000	4,000,000	4,000,000
[Discretionary]		16,200,877	16,939,033	18,007,000
[Obligation Limitation]		[3,350,000]	[4,000,000]	[4,000,000]
Supplemental Funding		**532,392**	**50,000**	**0**
Grants-in-Aid for Airports	**D**	532,392	50,000	0
IIJA Supplemental (Division J)		**4,998,000**	**4,998,000**	**4,998,000**
Facilities and Equipment	**D**	1,000,000	1,000,000	1,000,000
Airport Infrastructure Grants *	**D**	2,999,000	2,999,000	2,999,000
Airport Terminal Program *	**D**	999,000	999,000	999,000
Grand Total, All Appropriations		**$ 25,081,269**	**$ 25,987,033**	**$ 27,005,000**

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

EXHIBIT II-4

FY 2026 OUTLAYS
FEDERAL AVIATION ADMINISTRATION
($000)

ACCOUNT NAME	M / D	FY 2024 ACTUAL	FY 2025 FULL YEAR CR	FY 2026 REQUEST
Operations		**$12,619,922**	**$13,741,000**	**$14,020,000**
General	**D**	$944,895	$1,223,000	$977,000
Technology Modernization Fund (TMF)	**M**	$2,153	$3,000	$2,000
AATF	**D**	$11,672,874	$12,515,000	$13,041,000
Facilities & Equipment		**$3,086,291**	**$2,979,000**	**$3,416,000**
AATF				
- Discretionary	**D**	$3,080,005	$2,961,000	$3,416,000
- Mandatory	**M**	$6,286	$18,000	$0
Research, Engineering & Development	**D**	**$235,780**	**$234,280**	**$293,300**
Grants-in-Aid for Airports	**D**	**$4,070,940**	**$3,796,000**	**$4,074,000**
Aviation Insurance Revolving Account	**M**	**(91,848)**	**($112,000)**	**($120,000)**
Aviation User Fees (Overflight)	**M**	**$733**	**$2,000**	**$0**
Franchise Fund	**D**	**($61,768)**	**$10,000**	**($38,000)**
TOTAL:		**$ 19,860,051**	**$ 20,650,280**	**$ 21,645,300**
Mandatory		($82,676)	($89,000)	($118,000)
Discretionary		$19,942,726	$20,739,280	$21,763,300
SUPPLEMENTAL FUNDING				
COVID-19 Supplementals				
Grants-in-Aid for Airports	**D**	$111,090	$272,000	$314,000
Relief for Airports	**M**	$1,059,320	$296,000	$134,000
Other Supplementals				
Research, Engineering & Dev. - Inflation Reduction Act	**M**	$865	$65,000	$10,000
Facilities and Equipment - Spectrum Relocation	**M**	$0	$15,000	$15,000
Infrastructure Investment and Jobs Act (IIJA Division J)				
Facilities and Equipment	**D**	$404,652	$473,000	$702,000
Airport Infrastructure Grants	**D**	$1,068,448	$1,371,000	$2,913,000
Airport Terminal Program	**D**	$595,462	$600,000	$873,000
Grand Total, Outlays from all Appropriations		**$ 23,099,888**	**$ 23,742,280**	**$ 26,606,300**

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

Operations	FY 2024 Enacted	FY 2025 Full Year CR	Annualization of FY 2025 Pay Raise	Annualization of FY 2025 FTE	FY 2026 Pay Raise	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and Other Adjustments to Base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE	39,725	39,725		313						40,038	459	40,497
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$9,048,563	$9,514,266	$47,574	$57,982				$74	$0	$9,619,896	$80,524	$9,700,420
Travel	$140,395	$130,875							$197	$131,072	$3,308	$134,380
Transportation	$29,779	$29,783							$0	$29,783	$0	$29,783
GSA Rent	$122,757	$141,674							$0	$141,674	$0	$141,674
Rental Payments to Other	$36,162	$36,555							$0	$36,555	$0	$36,555
Communications, & Utilities	$237,915	$246,909							$2,600	$249,509	$0	$249,509
Printing	$1,782	$1,805							$0	$1,805	$0	$1,805
Other Services	$2,706,093	$2,979,219						($677)	$105,669	$3,084,211	$44,268	$3,128,479
Supplies	$126,730	$129,026							$0	$129,026	$875	$129,901
Equipment	$242,242	$247,153							$3,801	$250,954	$13,022	$263,976
Land and Strructure	$22,476	$22,524							$0	$22,524	$0	$22,524
Grants, Claims and Subsidies	$1,800	$900							$0	$900	$0	$900
Insurance Claims and Indemnities	$12,933	$2,094							$0	$2,094	$0	$2,094
Admin Subtotal	**$12,729,627**	**$13,482,783**	**$47,574**	**$57,982**	**$0**	**$0**	**$0**	**($603)**	**$112,267**	**$13,700,003**	**$141,997**	**$13,842,000**
PROGRAMS												
Air Traffic Organization (ATO)	$9,439,573	$10,104,636	$36,090	$35,322				$65	$105,084	$10,281,197	$ 96,951	$10,378,148
Aviation Safety (AVS)	$1,745,532	$1,832,078	$7,671	$22,660				$1,684	$4,342	$1,868,435	$7,604	$1,876,039
Commercial Space Transportation (AST)	$42,018	$42,018	$161						$0	$42,179	$0	$42,179
Finance and Management (AFN)	$947,706	$947,391	$1,544					($1,742)	$2,704	$949,897	$35,000	$984,897
NextGen (ANG)	$67,818	$67,818	$189					$266	$0	$68,273	$0	$68,273
Security and Hazardous Materials Safety (ASH)	$162,155	$162,470	$604					($285)	$137	$162,926	$702	$163,628
Staff Offices	$324,825	$326,372	$1,315					($591)	$0	$327,096	$1,740	$328,836
Programs Subtotal	**$12,729,627**	**$13,482,783**	**$47,574**	**$57,982**	**$0**	**$0**	**$0**	**($603)**	**$112,267**	**$13,700,003**	**$141,997**	**$13,842,000**
TOTAL	**$12,729,627**	**$13,482,783**	**$47,574**	**$57,982**	**$0**	**$0**	**$0**	**($603)**	**$112,267**	**$13,700,003**	**$141,997**	**$13,842,000**

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

			Baseline Changes								
Facilities & Equipment	**FY 2024 Enacted**	**FY 2025 Full Year CR**	**Annualization of Prior Pay Raises**	**Annualization of new FY 2025 FTE**	**Adjustment for Compensable Days (261 days)**	**GSA Rent**	**WCF Increase/ Decrease**	**Inflation and other adjustments to base**	**FY 2026 Baseline Estimate**	**Program Increases/ Decreases**	**FY 2026 Request**
PERSONNEL RESOURCES (FTE)									**0**		**0**
Direct FTE	2,641	2,641							2,641	25	2,666
FINANCIAL RESOURCES											
ADMINISTRATIVE EXPENSES											
Salaries and Benefits	543,289	565,280	2,827						$568,107	$5,075	$573,182
Travel	71,137	51,248						23,551	74,799		$74,799
Transportation	2,410	2,813							$2,813		$2,813
GSA Rent	860	908							$908		$908
Rental Payments to Others	43,476	43,220							$43,220		$43,220
Communications, & Utilities	49,110	48,822							$48,822		$48,822
Printing	24	25							$25		$25
Other Services:	2,086,068	2,071,025							$2,071,025	$554,608	$2,630,580
-WCF									$0		$0
Supplies	30,876	30,698							$30,698		$30,698
Equipment	199,851	199,021							$199,021	$237,689	$431,763
Land/Structures - Building & Improvements	160,876	159,936							$159,936		$159,936
Insurance, Claims and Imdemnities	3,273	3,254							$3,254		$3,254
Admin Subtotal	**$3,191,250**	**$3,176,250**	**$2,827**	**$0**	**$0**	**$0**	**$0**	**$23,551**	**$3,202,628**	**$797,372**	**4,000,000**
PROGRAMS										$0	
Engineering, Development, Test and Evaluation	129,428	153,600							$153,600	$5,200	$158,800
Air Traffic Control Facilities and Equipment	1,957,633	1,933,711							$1,933,711	$858,789	$2,792,500
Non-Air Traffic Control Facilities and Equipment	215,200	165,600							$165,600	($10,800)	$154,800
Facilities and Equipment Mission Support	254,250	288,600							$288,600	($64,700)	$223,900
Personnel and Related Expenses	634,739	634,739	2,827					$23,551	$661,117	$8,883	$670,000
Programs Subtotal	**$3,191,250**	**$3,176,250**	**$2,827**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,202,628**	**$797,372**	**$4,000,000**
BASE PROGRAMS TOTAL	**$3,191,250**	**$3,176,250**	**$2,827**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,202,628**	**$797,372**	**$4,000,000**

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

			Baseline Changes										
Research, Engineering and Development	**FY 2024 Enacted**	**FY 2025 Full Year CR**	**Annualization of Prior Pay Raises**	**Annualization of new FY 2025 FTE**	**FY 2026 Pay Raises**	**Adjustment for Compensable Days (261 days)**	**FY 2026 FERS Increase**	**GSA Rent**	**WCF Increase/ Decrease**	**Inflation and other adjustments to base**	**FY 2026 Baseline Estimate**	**Program Increases/ Decreases**	**FY 2026 Request**
PERSONNEL RESOURCES (FTE)											0		0
Direct FTE	198	198		0							198	0	198
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	$39,899	$46,481	$604	$0	$0	$0	$0				$47,085	$0	$47,085
Travel	$953	$800									$800		$800
Transportation	$17	$17								$0	$17		$17
GSA Rent	$0	$0									$0		$0
Communications, & Utilities	$5	$5									$5		$5
Printing	$5	$5									$5		$5
Other Services:													
-Advisory and Assistance Services	$0	$0									$0		$0
-Others	$151,498	$145,445								$0	$145,445	($59,053)	$86,392
-WCF	$0	$0								$0	$0		$0
Supplies	$682	$696								$0	$696		$696
Equipment	$2,500	$2,549								$0	$2,549		$2,549
Lands and Structures	$441	$450								$0	$450		$450
Grants, Claims & Subsidies	$84,000	$83,552									$83,552	($56,551)	$27,001
Interest and Dividends	$0	$0									$0		$0
Admin Subtotal	**$280,000**	**$280,000**	**$604**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$280,604**	**($115,604)**	**$165,000**
PROGRAMS													
Research, Engineering and Developmer	$280,000	$280,000	$604	$0	$0	$0	$0	$0	$0	$0	$280,604	($115,604)	$165,000
Programs Subtotal	**$280,000**	**$280,000**	**$604**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$280,604**	**($115,604)**	**$165,000**
TOTAL	**$280,000**	**$280,000**	**$604**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$280,604**	**($115,604)**	**$165,000**

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

			Baseline Changes								
GRANTS-IN-AID FOR AIRPORTS	**FY 2024 Enacted**	**FY 2025 Full Year CR**	**Annualization of Prior Pay Raises**	**Annualization of new 2025 FTE**	**FY 2026 Pay Raises**	**GSA Rent**	**WCF Increase/ Decrease**	**Inflation and other adjustments to base**	**FY 2026 Baseline Estimate**	**Program Increases/ Decreases**	**FY 2026 Request**
PERSONNEL RESOURCES (FTE)											
Direct FTE	586	586.0							586	-1.0	585.0
FINANCIAL RESOURCES*											
ADMINISTRATIVE EXPENSES											
Salaries and Benefits	130,248	128,787	644					0	129,431		129,431
Travel	3,202	3,202						0	3,202		3,202
Transportation	124	124						0	124		124
GSA Rent	104	104						0	104		104
Rental Payment to Others	797	797						0	797		797
Communications, Rent & Utilities	268	268						0	268		268
Printing	28	28						0	28		28
Other Services:	0	0						0	0		0
-WCF	183	183					-17	0	166		166
-Advisory and Assistance Services	33,145	33,145						0	33,145		33,145
-Other	48,674	48,673						0	48,673	3,167	51,840
Supplies	1,122	1,122						0	1,122		1,122
Equipment	1,236	1,236						0	1,236		1,236
Lands and Structures	497	497						0	497		497
Grants, Claims & Subsidies	3,652,745	3,821,815							3,821,815	-43,794	3,778,021
Insurance Claims and Indemnities	1	0							0		0
Interest and Dividends	18	18							18		18
Financial transfers	10,000	10,000							10,000	-10,000	0
Admin Subtotal	**3,882,392**	**4,050,000**	**644**	**0**	**0**	**0**	**-17**	**0**	**4,050,627**	**-50,627**	**4,000,000**
PROGRAMS											
Grants	3,663,443	3,826,967						0	3,826,967	-43,794	3,783,173
Personnel and Related Expenses	152,148	156,232	617				-17	0	156,832	3,168	160,000
Airport Technology Research	41,801	41,801	26					0	41,827		41,827
Airport Cooperative Research	15,000	15,000	1					0	15,001	-1	15,000
Small Community Air Service	10,000	10,000						0	10,000	-10,000	0
Programs Subtotal	**3,882,392**	**4,050,000**	**644**	**0**	**0**	**0**	**-17**	**0**	**4,050,627**	**-50,627**	**4,000,000**
TOTAL	**3,882,392**	**4,050,000**	**644**	**0**	**0**	**0**	**-17**	**0**	**4,050,627**	**-50,627**	**4,000,000**

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

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 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	4,017,965	5,002,274	4,569,396
FY Advance Appropriations (Budget Authority) (+)	3,000,000	3,000,000	3,000,000
Transfer - OST OIG Office	(1,000)	(1,000)	(1,000)
FY Planned Obligations (-)	(2,014,691)	(3,431,878)	(3,487,411)
Unobligated Balance, end of FY (+)	5,002,274	4,569,396	4,080,985
Planned Obligations by Fiscal Year	2,014,691	3,431,878	3,487,411
PERSONNEL RESOURCES (FTE)			
Direct FTE	99	99	99
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	17,580	21,981	23,500
Travel	473	458	458
Transportation	0	0	0
GSA Rent	0	0	0
Communications, & Utilities	0	0	0
Printing	0	0	0
Other Services:			
-Contracts	6,214	2,086	2,086
-Rent to Others	8	13	13
-WCF	0	0	0
Supplies	5	3	3
Equipment	95	371	371
Admin Subtotal	**$24,375**	**$24,912**	**$26,431**
PROGRAMS			
Contract Tower	16,233	20,000	117,319
General Aviation and Commercial Service	293,434	585,980	522,211
Primary Airports	1,680,649	2,800,986	2,496,169
AIG Funding Reallocation (AFR) Program (Competitive Grants)*	0	0	325,281
Programs Subtotal	**$1,990,316**	**$3,406,966**	**$3,460,980**
IIJA TOTAL	**$2,014,691**	**$3,431,878**	**$3,487,411**

* Per P.L. 117-58, Infrastructure Investment and Jobs Act, funds made available to the Airports Infrastructure Grans 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.

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 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	109,664	147,629	146,206
FY Advance Appropriations (Budget Authority) (+)	1,000,000	1,000,000	1,000,000
Transfer - OST OIG Office	(1,000)	(1,000)	(1,000)
FY Planned Obligations (-)	(961,035)	(1,000,423)	(999,593)
Unobligated Balance, end of FY (+)	147,629	146,206	145,613
Planned Obligations by Fiscal Year	961,035	1,000,423	999,593
PERSONNEL RESOURCES (FTE)			
Direct FTE	36	36	36
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	7,288	8,603	9,198
Travel	249	205	205
Transportation	0	0	0
GSA Rent	0	0	0
Communications, & Utilities	0	0	0
Printing	0	0	0
Other Services:			
-Contracts	26	34	34
-Rent to Others	3	5	5
-WCF	0	0	0
Supplies	3	1	1
Equipment	32	30	30
Admin Subtotal	**$7,601**	**$8,878**	**$9,473**
PROGRAMS			
Large Hub Airports	457,011	479,040	503,053
Medium Hub Airports	123,238	163,011	140,744
Small Hub Airports	221,304	184,314	186,889
Non-Hub Airports	151,881	165,180	159,434
Programs Subtotal	**$953,434**	**$991,545**	**$990,120**
IIJA TOTAL	**$961,035**	**$1,000,423**	**$999,593**

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 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	$1,201,008	$1,704,157	$1,861,578
FY Advance Appropriations (Budget Authority) (+)	$1,000,000	$1,000,000	$1,000,000
FY Planned Obligations (-)	-$496,851	-$842,579	-$764,974
Unobligated Balance, end of FY (+)	$1,704,157	$1,861,578	$2,096,604
Planned Obligations by Fiscal Year	$496,851	$842,579	$764,974
PERSONNEL RESOURCES (FTE)			
Direct FTE	316	316	316
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	$57,839	$61,454	$80,085
Travel	$10,222	$11,812	$12,027
Transportation	$985	$134	$6
GSA Rent	$0	$0	$0
Communications, & Utilities	$59	$58	$60
Printing	$25	$3	$0
Other Services:			
-Contracts	$4,179	$6,160	$9,431
-Rent to Others	$0	$0	$0
-WCF	$0	$0	$0
Supplies	$1,705	$797	$600
Equipment	$520	$299	$314
Admin Subtotal	**$75,534**	**$80,717**	**$102,523**
PROGRAMS			
Infrastructure Facilities Replacement	$41,808	$450,000	$367,000
Infrastructure Long Range Radar Sustainment	$12,594	$5,440	$2,300
Infrastructure Air Route Traffic Control Center & Combined Control Facility Sustainment	$39,648	$58,434	$70,200
Infrastructure Air Traffic Control Tower/Terminal Radar Approach Control Sustainment	$50,689	$39,699	$36,800
Infrastructure Unstaffed Infrastructure Sustainment	$97,245	$27,543	$20,000
Infrastructure Power Systems and Fuel Storage Tanks	$132,106	$105,000	$100,000
Infrastructure Environmental Safety	$27,594	$46,736	$39,938
Infrastructure Facility Security Risk Management	$7,851	$7,725	$7,000
Navigation Lighting and Landing	$11,782	$21,286	$19,213
Programs Subtotal	**$421,317**	**$761,862**	**$662,451**
IIJA TOTAL	**$496,851**	**$842,579**	**$764,974**

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

	FY 2024 ENACTED	FY 2025 FULL-YEAR CR	FY 2026 REQUEST
DIRECT:			
Facilities & Equipment	54	54	54
Grants-in-Aid for Airports	67	161	143
Operations	65,655	68,758	68,080
TOTAL	**$ 65,776**	**$ 68,973**	**$ 68,277**

Footnote: Customer Estimate - FAA
1) F&E and Grants-in-Aid for Airports funding only support E-gov Initiatives
2) Adjustment made for rounding

DIRECT:			
Grants-in-Aid for Airports	7	12	4
Operations	212	331	401
TOTAL	**$ 219**	**$ 343**	**$ 405**

Footnote: Customer Estimate - FAA Regional Transit
1) FY 2023 is the first time the FAA has included the Working Capital Fund - Regional Transit Benefit program in the budget submission.

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

	FY 2024 ACTUAL	FY 2025 FULL-YEAR CR	FY 2026 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations	39,725	39,725	40,497
Facilities & Equipment	2,641	2,641	2,666
Research, Engineering & Development	198	198	198
Grants-in-Aid for Airports (AATF)	585	585	585
Grants-in-Aid for Airports (GF)	1	1	0
SUBTOTAL, DIRECT FUNDED	**43,150**	**43,150**	**43,946**
Supplementals			
CARES Act			
Relief for Airports (ARPA)			
Inflation Reduction Act (IRA)	3	3	3
IIJA Supplemental (Division J)			
Facilities & Equipment	316	316	316
Airport Infrastructure Grants	99	99	99
Airport Terminal Program	36	36	36
SUBTOTAL, SUPPLEMENTAL FUNDED	**454**	**454**	**454**
TOTAL, DIRECT FUNDED	**43,604**	**43,604**	**44,400**
REIMBURSEMENTS / ALLOCATIONS / OTHER			
Operations	271	271	271
Aviation Insurance Revolving Fund	3	3	3
Facilities & Equipment	51	51	51
Grants-in-Aid for Airports	2	2	2
Administrative Services Franchise Fund	1,337	1,337	1,337
SUBTOTAL, REIMBURSE./ALLOC./OTH.	1,664	1,664	1,664
TOTAL FTEs	**45,268**	**45,268**	**46,064**

INFO:
Allocations to Other Agencies

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

	FY 2024 ACTUAL	FY 2025 FULL-YEAR CR	FY 2026 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations	39,845	39,845	40,760
Facilities & Equipment	2,810	2,810	2,860
Research, Engineering & Development	205	205	205
Grants-in-Aid for Airports	589	589	589
SUBTOTAL, DIRECT FUNDED	**43,449**	**43,449**	**44,414**
Supplementals			
CARES Act			
Relief for Airports (ARPA)			
Inflation Reduction Act (IRA)	3	3	3
IIJA Supplemental (Division J)			
Facilities & Equipment	196	196	196
Airport Infrastructure Grants	108	108	108
Airport Terminal Program	37	37	37
SUBTOTAL, SUPPLEMENTAL FUNDED	**344**	**344**	**344**
TOTAL, DIRECT FUNDED	**43,793**	**43,793**	**44,758**
REIMBURSEMENTS / ALLOCATIONS / OTHER			
Operations	129	129	129
Aviation Insurance Revolving Fund	3	3	3
Facilities & Equipment	0	0	0
Grants-in-Aid for Airports	1	1	1
Administrative Services Franchise Fund	1,328	1,328	1,328
SUBTOTAL, REIMBURSE./ALLOC./OTH.	**1,461**	**1,461**	**1,461**
TOTAL POSITIONS	**45,254**	**45,254**	**46,219**

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

	FY 2024 ACTUAL	FY 2025 ESTIMATE	FY 2026 ESTIMATE
USER FEE			
Civil Aviation Registry Fees	1,040	1,144	1,258
Foreign Repair Station/Certification Fees	9,547	10,502	11,552
Aeronautical Charting Fees	433	320	320
Overflight Fees	158,778	166,613	174,363
Unmanned Aircraft Systems Registry Fees	1,402	1,542	1,696
Total User Fees	**171,200**	**180,121**	**189,189**

Section 3. Budget by
Appropriations Account

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, $13,842,000,000, to remain available until September 30, 2027, of which $13,040,600,000 to be derived from the Airport and Airway Trust Fund: Provided further, 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.

Note.—This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119–4).

EXHIBIT III-1

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

	FY 2024 ENACTED	FY 2025 FULL YEAR CR	FY 2026 REQUEST
Air Traffic Organization (ATO)	$ 9,439,573	$ 10,104,636	$10,378,148
Aviation Safety (AVS)	$ 1,745,532	$ 1,832,078	$ 1,876,039
Commercial Space (AST)	$ 42,018	$ 42,018	$ 42,179
Finance & Management (AFN)	$ 947,706	$ 947,391	$ 984,897
NextGen (ANG)	$ 67,818	$ 67,818	$ 68,273
Security and Hazardous Materials Safety (ASH)	$ 162,155	$ 162,470	$ 163,628
Staff Offices	$ 324,825	$ 326,372	$ 328,836
TOTAL, Base appropriations	**$ 12,729,627**	**$ 13,482,783**	**$13,842,000**
FTEs			
Direct Funded	39,725	39,725	40,497
Reimbursable, allocated, other	271	271	271
IIJA Supplemental (Division J)			
Faclities & Equipment			
Airport Infrastructure Grants			
Airport Terminal Program			
TOTAL, Base appropriations	**$ -**	**$ -**	**$ -**
FTEs			
Direct Funded			
Reimbursable, allocated, other			
Account	**$ 12,729,627**	**$ 13,482,783**	**$13,842,000**

This budget request includes base transfers in FY 2025 from the Office of Finance & Management (AFN) to the Air Traffic Organization (ATO) and the Office of Security and Hazardous Materials Safety (ASH); from the Office of Civil Rights (ACR) to the Office of Human Resource Management (AHR) and the Office of Chief Counsel (AGC); and from the Air Traffic Organization (ATO) to the Office of Human Resource Management (AHR)

Program and Performance Statement

The FY 2026 Budget requests $13.8 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.

EXHIBIT III-1a

OPERATIONS
SUMMARY ANALYSIS OF CHANGE FROM FY 2025 TO FY 2026
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2025 FULL YEAR CR	**$13,482,783**	**39,725**
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 Pay Raise 2.0%	47,574	
Annualization of FY 2025 FTE -- ASI and ASE	22,660	110
Annualization of FY 2025 FTE -- Controller Hiring Surge	35,322	203
Transition from F&E to Operations	34,964	
Federal Contract Towers	23,176	
Telecommunications Carrier Costs	54,127	
Working Capital Fund	(603)	
SUBTOTAL, ADJUSTMENTS TO BASE	**217,220**	**313**
PROGRAM REDUCTIONS		
SUBTOTAL, PROGRAM REDUCTIONS	**0**	**0**
PROGRAM INCREASES:		
Controller Hiring and Training	97,253	410
Air Carrier Surveillance and Production Oversight	9,744	46
Cybersecurity	35,000	
SUBTOTAL, PROGRAM INCREASES	**141,997**	**456**
BASE TRANSFER		
Office of Audit and Evaluation	0	3
Flight Inspector Training	0	0
Chief Counsel	0	0
SUBTOTAL, BASE TRANSFER	**0**	**3**
FY 2026 REQUEST	**13,842,000**	**40,497**

Operations Summary
($000)

	Dollars (in thousands)	FTP	FTE
FY 2025 Full Year CR After Base Transfers	**$13,482,783**	**39,845**	**39,725**
Adjustments to Base	**$217,220**	**-**	**313**
Annualization of FY 2025 Pay Raise 2.0%	47,574	-	-
Annualization of FY 2025 FTE (110 FTE) ASI and ASE	22,660	-	110
Annualization of FY 2025 FTE (203 FTE) - Controller Hiring	35,322	-	203
Transition from F&E to Operations	34,964	-	-
Federal Contract Towers	23,176	-	-
Telecommunications Carrier Costs	54,127	-	-
Working Capital Fund	(603)	-	-
Discretionary Adjustments	**$141,997**	**910**	**456**
Controller Hiring and Training	97,253	819	410
Air Carrier Surveillance and Production Oversight	9,744	91	46
Cybersecurity	35,000	-	-
Base Transfers	**-**	**5**	**3**
Office of Audit and Evaluation	-	5	3
Flight Inspector Training	-	-	-
Chief Counsel	-	-	-
FY 2026 Request	**$13,842,000**	**40,760**	**40,497**

FY 2026 Discretionary Adjustments
(In thousands)

LOB/SO	ATO	AVS	AFN	ASH	STAFF OFFICES	TOTAL
Discretionary Adjustments						
Controller Hiring and Training (819 FTP/410 FTE)	$95,887			$ 702	**$ 664**	**$ 97,253**
Air Carrier Surveillance and Production Oversight (91 FTP/46 FTE)		$ 9,744			**$ -**	**$ 9,744**
Cybersecurity			$35,000		**$ -**	**$ 35,000**
Subtotal, Discretionary Adjustments	**$95,887**	**$ 9,744**	**$35,000**	**$ 702**	**$ 664**	**$141,997**

Controller Hiring and Training

Air Traffic Organization (ATO), Office of Security and Hazardous Materials Safety (ASH),
and Office of Human Resources (AHR)

(In thousands)

	FY 2026
Controller Hiring and Training	**97,253**
PC&B	71,151
Non-Pay	26,102
FTE	**410 FTE**

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

Additional funding is needed in FY 2026 to meet our enhanced supercharged hiring and training goals. This amplified staffing increases training requirements for the Controller Training Solutions (CTS) contract at the FAA Academy, as well as requirements in field training due to the three-year training pipeline created by the hiring surge that began in FY 2023. The FAA Reauthorization Act of 2024 is also fueling the increased training requirements as it maximizes the number of individuals trained at the FAA Academy based on the hiring targets.

Increases in controller hiring goals and a comprehensive social media outreach program has created a surge in the required Air Traffic Skills Assessment (ATSA) testing. In addition, the FAA's staffing standards for Air Traffic Control Towers, Terminal Radar Approach Control (TRACON) facilities, and Enroute Centers all need an update to determine additional staffing requirements.

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

The FY 2026 budget request will continue to support FAA's ongoing surge to hire and train the next generation of air traffic controllers. Building on the already completed hiring of 1,811 controller trainees in FY 2024 and planned 2,000 in FY 2025, this funding request supports a hiring goal of up to 2,500 controller trainees in FY 2026.

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

- **ATO is requesting $95.9 million, which includes:**
  - $70.0 million and 805 FTP / 403 FTE for salaries and expenses of additional air traffic controllers to be hired.

- $22.0 million to meet agency training requirements for the additional controller hires throughout the hiring surge years.
- $3.9 million for student travel, additional training equipment including headsets, flight strips and chairs, and required ATSA testing for new hires.

- **ASH** is requesting $702,000 for**:**
  - 8 FTP/4 FTE to process the increased background investigations for controller applicants and associated contract support in the ATO.

- **AHR** is requesting $664,000 for:
  - $414,000 and 6 FTP/3 FTE to support the influx of applicants for additional controller hiring. This includes but is not limited to increased workload in the all areas associated with the application process for each applicant (Air Traffic Skills Assessment testing coordination, qualification reviews, entrance-on-duty and onboarding coordination and execution, tracking reasons for declinations of offers, and much more).
  - $250,000 for tools to enhance the recruitment of safety critical positions.

Air Carrier Surveillance and Production Oversight
Office of Aviation Safety (AVS)

(In thousands)

	FY 2026
Air Carrier Surveillance and Production Oversight	**$9,744**
PC&B	$9,373
Non-Pay	$371
FTE	**46**

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

The FAA also finds itself in a period of rapid growth in aviation technologies and new entrants for certification. The introduction of new technologies has expanded the requirement for operational suitability, evaluation, and certification services, with 55 new applicant types in the AIR certification system. As a result, the workload continues to increase and is expected to be maintained at this pace as projects progress. The majority of these advanced technology applicants are currently in the pre-application phase, with certification expected to begin within the next two years.

Below are detailed descriptions of some areas requiring the expansion of resources:

- **Production Oversight / New Entrants—** To support the changing aviation landscape related to UAS, Advanced Air Mobility (AAM), operationally piloted aircraft (OPA), and Powered Lift, AVS needs additional staff for Safety Management System (SMS) implementation support, and production oversight.

- **Surveillance Requirements & Industry Expansion—** In support of industry expansion to include alternatively powered and advanced air mobility aircraft, AVS requires additional personnel to support increased surveillance, maintenance, and registration services for aircraft operators.

- **Certification Service Request Backlog—** Continued increasing demand for certifications, necessitating additional surveillance and oversight services. The FAA anticipates the need for increased oversight due to the introduction of new technologies.

- **Rulemaking Requirement—** The Notice of Proposed Rulemaking (NPRM) titled "Modernization of Special Airworthiness Certification" was published on July 24, 2023. The FAA proposed to amend the rules for light-sport aircraft (LSA) to enhance safety and performance and expand privileges for sport pilots.

We expect increased demand for Continued Operational Safety (COS) and oversight with implementation of this rule.

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

The strategy to mitigate the increased technological requirements and operational workload for inspection, oversight, surveillance, and certification will be addressed through increased staffing.

To address this situation, this funding request includes:

- Flight Standards (FS) is requesting an additional 59 Aviation Safety Inspectors (ASIs). These additional positions will enable the expansion of COS oversight and certification service levels for operators, repair stations, pilots and new entrants.

- Aircraft Certification Services (AIR) is requesting an additional 32 ASIs and Aviation Safety Engineers (ASEs). They will work on day-to-day production certification, fleet safety oversight, and COS operations.

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

AVS is requesting $9.7 million, which includes:

- $9.4 million and 91 FTP/46 FTE for Aviation Safety Inspectors (ASIs) and Aviation Safety Engineers (ASEs) personnel and compensation cost.
- $371,000 for travel, equipment, and supplies.

Cybersecurity

Office of Finance & Management (AFN)

(In thousands)

	FY 2026
Cybersecurity	**$35,000**
PC&B	$0
Non-Pay	$35,000
FTP/FTE	

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

The cyber threat landscape is constantly changing. Cyber-attacks can adversely impact the FAA as they may compromise sensitive data and disrupt operations, causing detrimental consequences. The FAA must rethink its cybersecurity strategy to better deal with ever-increasing cyber-crime and reduce cyber risk. With current limitations in technical expertise, an aging unsustainable infrastructure and outdated cybersecurity ecosystem, the challenge of identifying internal and external risks and implementing appropriate security controls and architecture results in significant vulnerabilities to the FAA.

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

Our strategy includes updating the FAA's on-premises data centers, while continuing to move forward with leveraging Cloud-Smart/Cloud-First and increasing our network boundary protection. This will include modernizing the infrastructure to support Zero Trust requirements. Replacing outdated equipment and software will enhance system and data cyber health, trustworthiness, resiliency, and accessibility.

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

This funding request is for $35.0 million to enhance our existing cybersecurity program to ensure that defined technical requirements and mandates are met. This funding is vital for modernizing the FAA's legacy administrative infrastructure, which will enhance operational efficiency and enable us to swiftly identify and address vulnerabilities, thereby reducing risks.

These funds will allow us to advance the FAA's security posture by implementing solutions that can support modern security requirements, including those identified in the Zero Trust framework. This is crucial for maintaining high levels of protection and visibility over our most critical infrastructure, thereby mitigating the risk of undetected

cyber-attacks that could compromise the safety and efficiency of the FAA. This funding will address critical vulnerabilities within FAA's classified networks and systems. In addition, this request will enhance cybersecurity efforts by fusing cyber threat information with real-time operational anomalies to speed up incident detection and reduce adversarial lateral movement.

AFN is requesting $35.0 million, which includes:

- $27.3 million – Infrastructure modernization with Zero Trust Architecture and principles, such as strong identity management and encryption, to ensure data remains secure even in diverse and distributed cloud environments.

- $6.5 million: Secure remote access solutions through multi-factor authentication and strengthen endpoint and network security through encryption.

- $1.2 million: Enhanced security of classified systems through predictive modeling and support risk-based decision-making by senior leaders, as well as enhance the agency's ability to detect and disrupt nefarious behavior.

FY 2026 Explanation of Funding Changes

Annualization of FY 2025 Pay Raise: This increase is required to provide for costs associated with the base salary increases (October - December) resulting from the FY 2025 government-wide pay raise. The factor used is 0.25 of 2 percent.

Annualization of FY 2025 FTE: This increase is required to provide for costs associated with the annualization of salaries of new full time equivalent (FTE) hired in FY 2025 for air traffic controller and aviation safety inspectors.

Transition from Facilities and Equipment to Operations (TOM): This increase transitions 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 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 2026 request, second level engineering costs make up 63 percent of the total TOM request. License fees and telecommunications costs are the two second highest drivers, each making up 13 percent of the request. The largest program requests are for Common Support Services Weather, NextGen Weather Processor, and Terminal Flight Data Manager. This increase also includes other program requests, such as, the Data Comm Services Second Level Engineering which will complete deployment and will be installed at all Air Route Traffic Control Center.

Required Increases: The budget requests funding for unavoidable increases due to air traffic service contract increases.

> **Federal Contract Tower (FCT) Program (ATO):** The FCT Program new contract was awarded in November 2024. The budget requires additional funding to continue providing Air Traffic Control Services to 265 towers operating in National Air Space (NAS).
>
> **Telecommunications (ATO):** Funding is requested to address substantial price increases in the commercial marketplace due to discontinuance of legacy Time Division Multiplexing (TDM) telecommunications offerings.

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

Controller Hiring and Training (ATO, ASH, AHR) $97.3 million: This funding will allow the FAA to further increase the hiring target for FY 2026 to hire up to 2,500 new controllers, allowing FAA to rebuild the pipeline of the Certified Professional Controller (CPC) staffing levels to meet current traffic demands and improve safety. The hiring and training supercharge will streamline the path for controller training while further increasing resiliency to serve high demand markets.

Air Carrier Surveillance and Production Oversight (AVS) $9.7 million: The FAA is taking an increased "boots on the ground" approach as it relates to support of production oversight and aircraft surveillance of manufacturing activities. In addition, the FAA finds itself in a period of rapid growth in the aviation technologies and new entrants for certifications, causing the workload to increase and this pace is expected to maintain as projects progress.

The additional positions are for aviation safety inspectors to support industry demand and enable expansion of continued operational safety oversight and certification service levels for operators, repair stations, pilots, and new entrants. The increased workforce will provide the resources needed to accomplish the critical tasks ahead with day-to-day certification, fleet safety oversights, and Continued Operational Safety operations. All staffing resources are consistent with the agency's assumptions and recommendations from the workforce plan model.

Cybersecurity (AFN) $35.0 million: Funding is requested to enhance our existing cybersecurity program to ensure that defined technical requirements and mandates are met. This is vital for modernizing the FAA's legacy administrative infrastructure, which will enhance operational efficiency and enable us to swiftly identify and address vulnerabilities, thereby reducing risks.

The request allows for the advancement of the FAA's security posture by implementing solutions that can support modern security requirements, including those identified in the Zero Trust framework. This is crucial for maintaining high levels of protection and visibility over our most critical infrastructure, thereby mitigating the risk of undetected cyber-attacks that could compromise the safety and efficiency of the FAA.

In addition, it will support the agency's compliance with Executive Order 14028 mandates, including Multi-factor Authentication (MFA), Data Encryption at Rest (DAR) and Data Encryption in Transit (DIT). We will be able to address critical vulnerabilities within FAA's classified networks and systems by fusing cyber threat information with real-time operational anomalies to speed up incident detection and reduce adversarial lateral movement.

FY 2026 Transition to Operations and Maintenance (TOM)

Detailed Justification for – Transition from Facilities and Equipment to Operations (TOM)

($000)

	FY 2024 Actuals	FY 2025 Full Year CR	FY 2026 Request
ATO	10,703	30,191	27,781
AVS	1,064	605	4,342
AFN	1,882	0	2,705
ASH	0	0	137
TOM Total	**$13,649**	**$30,795**	**$34,964**

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

Transition from Facilities and Equipment to Operations (TOM) transitions the operational costs of new or replaced systems/programs/activities acquired and developed under the Facilities and Equipment (F&E) account to becoming operational and requiring 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 2026 TOM requests are for Terminal Flight Data Manager (TFDM), Data Communications Services Second Level Engineering, Operational Analysis and Reporting System (OARS), and System Approach for Safety Oversight (SASO).

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 National Airspace System (NAS). Core infrastructure sustainment and modernization is a priority and investment in these 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 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 National Airspace System (NAS).

FY 2026 Base Transfer Summary
(In thousands)

LOB/SO	ATO	AVS	STAFF OFFICES	AAE	AGC	TOTAL
Base Transfers						
Office of Audit and Evaluation (5 FTP/3 FTE)	$ (136)	$ (318)	**$ 454**	454		**$ -**
Flight Inspector Training	$ 1,200	$ (1,200)	**$ -**			**$ -**
Chief Counsel		$ (622)	**$ 622**		$ 622	**$ -**
Subtotal, Discretionary Adjustments	**$ 1,064**	**$ (2,140)**	**$ 1,076**	**$ 454**	**$ 622**	**$ -**

Office of Audit and Evaluation: This proposal transfers $318,000 from Aviation Safety (AVS) and $136,000 from Air Traffic Organization (ATO) to the Office of Audit and Evaluation (AAE) for a total of $454,000 to aid AAE in hiring 5 FTP/3 FTE to support FAA's whistleblower safety investigations, FOIAs and hotline operational support.

Flight Inspector Training: This proposal transfers $1.2 million from Aviation Safety (AVS) to the Air Traffic Organization (ATO) Flight Program Operations for training services.

Chief Counsel: This proposal transfers $622 thousand from Aviation Safety (AVS) to the Office of the Chief Counsel (AGC) for the remaining payroll costs from the base transfer completed in FY 2024.

Air Traffic Organization (ATO)

Detailed Justification for the Air Traffic Organization (ATO)

FY 2026 - Air Traffic Organization Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR*	FY 2026 Request
Salaries and Expenses	6,835,041	7,218,036	7,359,210
Program Costs	2,604,532	2,886,600	3,018,938
Total	**$9,439,573**	**$10,104,636**	**$10,378,148**
FTE	**28,518**	**28,512**	**29,118**

***** Amount reflects FY 2025 base transfer from AFN to ATO and ATO to AHR.

Funding details for ATO's various service units:

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Air Traffic Services (AJT)	4,956,473	5,035,608	5,165,992
Technical Operations (AJW)	1,925,296	2,054,463	2,063,001
System Operations (AJR)	298,730	341,276	265,952
Safety and Technical Training (AJI)	247,410	257,139	264,488
Mission Support Services (AJV)	329,716	344,162	346,874
Management Services (AJG)	255,397	263,625	264,825
Program Management (AJM)	1,284,013	1,664,293	1,861,502
Flight Programs Operations (AJF)	142,538	144,070	145,515
Total	**$9,439,573**	**$10,104,636**	**10,378,148**

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 2026, ATO is required to sustain and improve effective and efficient ATC throughout United States (U.S.) airspace. The funding requested will enable ATO to train the Federal Aviation Administration's (FAA) 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.

ATO provides air traffic services for the Nation and is fully committed to the agency's mission. ATO handles over 45,000 scheduled passenger flights per day at U.S. airports and helps 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.

The FAA Academy located at the Mike Monroney Aeronautical Center (MMAC) is the primary source for aviation technical training for air traffic controllers, aviation safety inspectors, and national airspace technicians and engineers. The Budget supports realigning the responsibility for

management of technical training of air traffic controllers and national airspace technicians and engineers to ATO to drive better performance of air traffic training and increase graduation throughput. This realignment supports a single standard and unified approach to technical training across the agency. With direct governance, ATO can adjust staffing levels, scheduling, and curriculum delivery in real time to maximize training capacity and address staffing shortfalls. Additionally, ATO manages the Controller Training Solutions (CTS) contract, which supports controller training nationwide. This realignment would bring all aspects of controller training under a single budget line item and management structure. To improve overall efficiency, after the realignment, through the Academy, ATO will also provide training services for the Office of Airports (ARP).

ATO's eight service organizations include:

Air Traffic Services (AJT): Air Traffic Services provides ATC services from en route, terminal, and combined control facilities in the U.S., Puerto Rico, and Guam. Air Traffic Services controls more than 29 million square miles of airspace. Air Traffic Services is divided into three geographical service areas (i.e., Eastern, Central, and Western) to better manage the delivery of ATC services. The primary function of each service area is to oversee ATC operations within its geographical area and to ensure that quality standards established for safety, capacity, and organizational excellence are met.

Technical Operations (AJW): The national airspace system is composed of a mix of hardware and software systems that enable controllers to monitor and communicate with pilots and other ATC facilities. Technical Operations ensures that terminal and en route controllers have all critical parts of the NAS infrastructure available for safe and efficient delivery of air traffic services through responsive and cost-effective maintenance of NAS facilities, systems, and equipment, and provides operational oversight of leased services. Technical Operations also leads the day-to-day defense and protection of the NAS by providing governance and requirements to enhance cybersecurity by coordinating threat information sharing and inter-agency collaboration, and tailoring cybersecurity business and acquisition strategies to support the rapid delivery of tools, applications, and other capabilities to defend the critical infrastructure from evolving threats.

System Operations (AJR): The System Operations directorates provide NAS-side services for the ATO that affect all aspects of ATC operations, including air transportation, space operations, delivery of flight services, and integration of new entrants into NAS operations. In addition, System Operations manages a suite of aviation weather programs to increase safety in the NAS that provide aviation weather for pre-planning, departure en route, and destination phases, and provides air traffic operational contingency oversight to ensure NAS operations continue efficiently and safely if there are planned or unplanned impacts on the NAS, and works with the Department of Defense and other agencies to ensure National Security.

Safety and Technical Training (AJI): Safety and Technical Training manages the ATO's safety assurance program, promotes continuous safety improvements, and educates the operational workforce by overseeing analysis of data, measurement of system performance,

identification of safety mitigations, and technical training of air traffic controllers, technicians, and engineers.

Mission Support Services (AJV): Mission Support Services provides innovative and strategic direction for infrastructure and airspace design, while ensuring superior execution of policies and procedures. Mission Support Services provides technical and administrative support; develops airspace policy and strategy; designs aeronautical charts and procedures; and leads international airspace coordination.

Management Services (AJG): As a shared service organization, Management Services provides leadership, guidance, and support services for all the ATO service units. Management Services primary focus is to provide the ATO management team with expertise and support for strategic planning, development/deployment of talent management, hiring and placement coordination for air traffic controllers and technicians, and business, financial and contract services, emergency preparedness, real property and space management, facility security, and acquisition support.

Program Management Organization (AJM): The Program Management Organization (PMO) provides program and acquisition management for FAA infrastructure programs that transform, modernize, and sustain the NAS. The PMO ensures greater visibility, tighter alignment, and closer integration of innovative, complex, interdependent initiatives and technologies by managing a portfolio of approximately 150 programs to include new technologies, emerging entrants, air traffic, mission, and business support systems.

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 DOT, FAA, and the NTSB required to accomplish official FAA responsibilities in times of emergency or disaster.

FY 2026 Anticipated Accomplishments:

Function/Office	FY 2026 Anticipated Accomplishments
Air Traffic Organization	• 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 develop and execute policies for emerging technologies integration for the flight inspection mission, to include augmentation of the infrastructure inspections using UAS. • Continue efforts to improve the NAS with NextGen technologies to support the increased efficiency of the NAS and delivery of services. • Continue to prepare the NAS for new entrants, including 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. • 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,

Function/Office	FY 2026 Anticipated Accomplishments
	specifically including Counter-UAS and UAS detection capabilities. • Hire up to 2,500 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. • Conduct an annual safety analysis of Reduced Vertical Separation Minimum Operations (RVSM) in North America (i.e., United States, Canada, and Mexico) and within U.S. delegated oceanic airspace per International Civil Aviation Organization Requirements. • Conduct maintenance and operations of independent performance-based monitoring for Altimetry System Error, a key component to the continued safe operation of RVSM.

Program Increases:

The FY 2026 budget request for ATO includes additional funding for the following programmatic initiatives:

Discretionary Adjustments	Amount ($000)	FTP	FTE
Controller Hiring and Training	95,887	805	403
ATO Total	**$95,887**	**805**	**403**

Controller Hiring and Training (ATO) $95.9 million: This funding will allow the FAA to further increase the hiring target for FY 2026 to hire up to 2,500 new controllers, allowing FAA to rebuild the pipeline of the Certified Professional Controller (CPC) staffing levels to meet current traffic demands and improve safety. The hiring and training supercharge will streamline the path for controller training while further increasing resiliency to serve high demand markets.

(See also "Operations Summary" and "FY 2026 Discretionary Increase Request" for a detailed description of the program increase requests.)

Base Transfers:

The FY 2026 proposes three base transfers to better align resources and functions within FAA organizations, of which two involve ATO. These transfers result in a net gain of $1.06 million for ATO.

Base Transfer	Amount ($000)	FTP	FTE
Office of Audit and Evaluation (to AAE)	-$136	-	-
Flight Inspector Training (from AVS)	+$1,200	-	-
Total	**+1,064**	**-**	**-**

Office of Audit and Evaluation

The FY 2026 budget includes a transfer in funding from the Air Traffic Organization and Aviation Safety to cover the cost associated with AAE to help address increased workload.

Office	Amount ($000)	FTP	FTE
Office of Audit and Evaluation (AAE)	+$454	5	3
Air Traffic Organization (ATO)	-$136	-	-
Aviation Safety (AVS)	-$318	-	-

Flight Inspector Training

The FY 2026 budget request includes a base transfer for the Flight Program Operations Training services initiative. This proposal transfers $1.2 million from AVS to ATO to cover the costs associated with training AVS inspectors.

Office	Amount ($000)	FTP	FTE
Air Traffic Organization (ATO)	+$1,200	-	-
Aviation Safety (AVS)	-$1,200	-	-

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-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.

Controller Workforce: FY 2018 - FY 2024 End of Year Actuals
(FY 2025 – FY 2026 Forecasts from the FY 2025 Controller Workforce Plan)

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 Forecast**	14,676
FY 2021 Actual	13,850	**FY 2026 Forecast**	15,481
FY 2022 Actual	13,693		

Air Traffic Organization (ATO)
($000)

	Dollars (in Thousands)	FTP	FTE
FY 2025 Full Year CR After Base Transfers	**$10,104,636**	**28,604**	**28,512**
Adjustments to Base	**$176,561**	**-**	**203**
Annualization of FY 2025 Pay Raise 2.0%	36,090	-	-
Annualization of FY 2025 FTE (203 FTE) - Controller Hiring	35,322	-	203
Transition from F&E to Operations	27,781	-	-
Federal Contract Towers	23,176	-	-
Telecommunications Carrier Costs	54,127	-	-
Working Capital Fund	65	-	-
Discretionary Adjustments	**$95,887**	**805**	**403**
Controller Hiring and Training	95,887	805	403
Base Transfers	**$1,064**	**-**	**-**
Office of Audit and Evaluation	(136)	-	-
Flight Inspector Training	1,200	-	-
FY 2026 Request	**$10,378,148**	**29,409**	**29,118**

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

Aviation Safety (AVS)

Detailed Justification for Aviation Safety (AVS)

FY 2026 - Aviation Safety Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	1,478,298	1,534,338	1,572,953
Program Costs	267,234	297,740	303,086
Total	**$1,745,532**	**1,832,078**	**1,876,039**
FTE	**7,630**	**7,630**	**7,786**

Funding details for AVS services and offices:

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Flight Standards Service	1,051,643	1,083,722	1,106,777
Aircraft Certification Service	351,373	365,753	379,223
Office of Aerospace Medicine	103,698	94,063	97,063
Office of Rulemaking	9,249	10,463	10,726
Air Traffic Safety Oversight Service	37,179	33,408	33,594
Office of Accident Investigation and Prevention	51,500	71,628	75,742
Office of Unmanned Aircraft Systems Integration	41,469	37,970	38,142
Office of Quality, Integration and Executive Services	87,157	123,118	118,376
Organization Designation Authorization Office	12,264	11,953	16,396
Total	**$1,745,532**	**$1,832,078**	**$1,876,039**

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

The request allows Aviation Safety (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. Through its approximately 8,000 employees, 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 ATO's air traffic services.

The FAA Academy located at the Mike Monroney Aeronautical Center (MMAC) is the primary source for aviation technical training for air traffic controllers, aviation safety inspectors, and national airspace technicians and engineers. The Budget supports realigning the responsibility for management of technical training of aviation safety inspectors to AVS to drive better performance of technical training and increase graduation throughput. This realignment supports a single standard and unified approach to training across the agency. With direct governance, AVS can adjust staffing levels, scheduling, and curriculum delivery in real time to maximize training capacity and address staffing shortfalls.

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.

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.

Rulemaking (ARM): The Office of Rulemaking manages FAA's rulemaking program, processes, and timelines; develops proposed and final rules; manages responses to petitions for rulemaking and for exemption from regulatory requirements; and oversees rulemaking advisory committees that provide advice and recommendations on aviation-related issues.

Air Traffic Safety Oversight (AOV): The Air Traffic Safety Oversight Service conducts independent safety oversight of the Air Traffic Organization's (ATO) 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 manages the national airspace safety risk portfolio by investigating aviation accidents and incidents and collecting, analyzing, and sharing safety information with U.S. and international stakeholders. AVP leads the implementation and evolution of safety management at both the FAA and AVS levels and manages the agency's National Transportation Safety Board and FAA safety recommendations programs.

Unmanned Aircraft Systems Integration (AUS): Unmanned Aircraft Systems **(**UAS) Integration is responsible for facilitating the safe, efficient, and timely integration of UAS into the NAS. This office examines the potential impact of new technologies on the national airspace, their likely benefits, and how the agency can ensure their safe integration into existing operations to maximize their benefits to the American public.

Quality, Integration, and Executive Services (AQS): The Office of Quality, Integration, and Executive Services 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 (ODA) 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.

FY 2026 Anticipated Accomplishments:

Function/Office	FY 2026 Anticipated Accomplishments
Aviation Safety	• 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 (COS) 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.

Program Increases:

The FY 2026 budget request for AVS includes additional funding for the following programmatic initiatives.

Discretionary Adjustments	Amount ($000)	FTP	FTE
Air Carrier Surveillance and Production Oversight	$9,744	91	46
AVS Total	**$9,744**	**91**	**46**

Air Carrier Surveillance and Production Oversight (AVS) $9.7 million 91 FTP/ 46 FTE: Following the grounding and events involving the Boeing 737-9 MAX aircraft, the FAA is taking an increased "boots on the ground" approach as it relates to support of production oversight and aircraft surveillance of manufacturing activities. In addition, the FAA finds itself in a period of rapid growth in the aviation technologies and new entrants for certifications, causing the workload to increase and this pace is expected to maintain as projects progress.

The additional positions are for aviation safety inspectors to support industry demand and enable expansion of continued operational safety oversight and certification service levels for operators, repair stations, pilots, and new entrants. The increased workforce will provide the resources needed to accomplish the critical tasks ahead with day-to-day certification, fleet safety oversights, and Continued Operational Safety operations. All staffing resources are consistent with the agency's assumptions and recommendations from the workforce plan model.

Base Transfers:

The FY 2026 proposes three base transfers to better align resources and functions within FAA organizations. These transfers result in a net transfer of a total of $2.1 million from AVS to the Office of Audit and Evaluation (AAE), Air Traffic Organization (ATO), and Chief Counsel (AGC).

Base Transfer from AVS	Amount ($000)	FTP	FTE
Office of Audit and Evaluation (to AAE)	-$318	-	-
Flight Inspector Training (to ATO)	-$1,200	-	-
Chief Counsel (to AGC)	-$622	-	-
Total	**-2,140**	**-**	**-**

Office of Audit and Evaluation

The FY 2026 budget includes a transfer in funding from the Air Traffic Organization and Aviation Safety to cover the cost associated with AAE to help address increased workload.

Office	Amount ($000)	FTP	FTE
Office of Audit and Evaluation (AAE)	+$454	5	3
Air Traffic Organization (ATO)	-$136	-	-
Aviation Safety (AVS)	-$318	-	-

Flight Inspector Training

The FY 2026 budget request includes a base transfer for the Flight Program Operations Training services initiative. This proposal transfers $1.2 million from AVS to ATO to cover the costs associated with training AVS inspectors.

Office	Amount ($000)	FTP	FTE
Air Traffic Organization (ATO)	+$1,200	-	-
Aviation Safety (AVS)	-$1,200	-	-

Chief Counsel

The FY 2026 budget request includes a base transfer for the remaining payroll costs from the base transfer completed in FY 2024. This proposal transfers $622 thousand from AVS to AGC.

Office	Amount ($000)	FTP	FTE
Office of the Chief Counsel (AGC)	+$622	-	-
Aviation Safety (AVS)	-$622	-	-

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

Aviation Safety (AVS)
($000)

	Dollars (in Thousands)	FTP	FTE
FY 2025 Full Year CR After Base Transfers	**$1,832,078**	**7,709**	**7,630**
Adjustments to Base	**$36,357**	**-**	**110**
Annualization of FY 2025 Pay Raise 2.0%	7,671	-	-
Annualization of FY 2025 FTE (110 FTE) ASI and ASE	22,660	-	110
Transition from F&E to Operations	4,342	-	-
Working Capital Fund	1,684	-	-
Discretionary Adjustments	**$9,744**	**91**	**46**
Air Carrier Surveillance and Production Oversight	9,744	91	46
Base Transfers	**(2,140)**	**-**	**-**
Office of Audit and Evaluation	(318)	-	-
Flight Inspector Training	(1,200)	-	-
Chief Counsel	(622)	-	-
FY 2026 Request	**$1,876,039**	**7,800**	**7,786**

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

Commercial Space
Transportation(AST)

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

FY 2026 – Office of Commercial Space Transportation - Budget Request ($000)

Program Activity		FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses		31,124	31,970	32,131
Program Costs		10,894	10,048	10,048
Total		**$42,018**	**$42,018**	**$42,179**
FTE		**148**	**148**	**148**

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 12465 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 growth in both the number of commercial space transportation operations and their complexity. AST supported 148 licensed commercial space launch and reentry operations in FY 2024, an increase of 31% over the previous year. The FAA commercial space operations total 117 to date in FY 2025 and FAA forecasts project over 200 operations in FY 2026. AST is working with multiple companies on innovative operations and furthering national security priorities. The National Space Policy of 2010, the National Space Transportation Policy of 2013, and the National Space Policy of 2020 reflect a greater reliance by the Federal Government on the commercial space industry to accomplish national objectives. As a result, AST continues to see significant increases in the activities required to achieve its mission.

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 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: AST conducts a pre-application consultation with every company or entity that approaches the FAA for a license or permit. This consultation process can last months or even years, as 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 following operation of launch or reentry sites or "spaceports":
    - Space Florida Launch and Landing, Florida
    - Mid-Atlantic Regional Spaceport at Wallops Flight Facility, Virginia
    - Mojave Air and Space Port, California
    - Oklahoma Spaceport in Burns Flat, Oklahoma
    - Spaceport America near Las Cruces, New Mexico
    - Cecil Field in Jacksonville, Florida
    - Houston Airport System Spaceport at Ellington Airport, Texas
    - Midland International Airport in Midland, Texas
    - Colorado Air and Spaceport in Watkins, Colorado
    - Space Coast Regional Spaceport, Titusville, Florida
    - Spaceport Camden, GA
    - Pacific Spaceport Complex Alaska
    - Huntsville Reentry Site
    - Space Florida Launch Complex 46

FY 2026 Anticipated Accomplishments:

Function/Office	FY 2026 Anticipated Accomplishments
Commercial Space	• Complete licensing and permitting evaluations within statutory time limits. • Complete safety inspections, launch and reentry operations projected to exceed 200 in FY 2026. • Complete process reengineering efforts and improvements to support increased industry cadence and technological innovations. • Begin implementation of an Orbital Debris final rule; all launch and reentry operators required to provide an Orbital Debris Assessment Plan (ODAP) that will require review by AST.

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 500 commercial space launches and reentries. Providing this service to the commercial space industry, while ensuring the safety of the public, remains AST's top 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, and commercial orbital servicing and commercial space stations, as well as the dawn of commercial human spaceflight operations.

AST is currently working with multiple companies on innovative operations, including NASA and SpaceX's Starship Super Heavy. 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.

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

	Dollars (in Thousands)	FTP	FTE
FY 2025 Full Year CR After Base Transfers	**$42,018**	**157**	**148**
Adjustments to Base	**$161**	**-**	**-**
Annualization of FY 2025 Pay Raise 2.0%	161	**-**	-
FY 2026 Request	**$42,179**	**157**	**148**

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

Finance and Management(AFN)

Detailed Justification for Office of Finance and Management (AFN)

FY 2026 – Office of Finance and Management – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR*	FY 2026 Request
Salaries and Expenses	300,604	308,616	310,257
Program Costs	647,102	638,775	674,640
Total	**$947,706**	**$947,391**	**$984,897**
FTE	**1,408**	**1,407**	**1,407**

***** Amount reflects FY 2025 base transfer from AFN to ATO and AFN to ASH.

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

The Office of Finance and Management (AFN) is responsible for providing the Agency's common business services through a consolidated, integrated approach. AFN oversees the delivery of financial operations, acquisition services, information technology, property management, technical training, and Aeronautical Center operations to internal and external customers across the Agency.

AFN manages the FAA's enacted budget and plans for future budget requirements, handles more than 32,000 contract actions for more than $6 billion in goods and services annually, and supports over 62,000 technology users. AFN leads the FAA's efforts to identify cost savings, leverage technology, and optimize resources to position the Agency to achieve the aviation safety mission.

AFN provides business services and direct operations that support the FAA's safety mission. Every day we collaborate across the FAA, other federal government agencies, industry, and academia to provide the most efficient and effective acquisitions, information technology (IT), and financial services as well as technical training. AFN provides financial and IT management to 35 federal agencies and efficiently manages billions of dollars from the Infrastructure Investment and Jobs Act. We foster the development of software bots FAA-wide to handle repetitive tasks to free up employees for higher-level projects.

Each year, AFN averts cyber incidents by detecting and prioritizing over 100 million cyber alerts for the national airspace and non-national airspace systems throughout the FAA and the DOT and provides critical crisis response capability for all cyber incidents.

AFN's four service organizations include:

Financial Services (ABA): The Office of Financial Services enables the FAA to meet its aviation safety mission by formulating, justifying, executing, and managing budgets for each of the Agency's lines of business and staff offices. ABA ensures funding is available to support FAA's mission and advocates for funding to support FAA's critical Aviation Safety and Air Traffic personnel, programs, and initiatives. ABA 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.

Acquisition and Business Services (ACQ): ACQ 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. ACQ also develops the FAA's Acquisition Workforce Profile, which serves as the FAA's blueprint for developing and sustaining a high-performing acquisition workforce. In addition, ACQ oversees and manages real and personal property for the Agency. Real Property manages the space needs of more than 24,000 personnel from every FAA line of business and staff office housed in over 6.9 million square feet of FAA office space across the country.

Information and Technology Services (AIT): AIT operates as the FAA's information and technology backbone by providing and overseeing all aspects of the Agency's IT enterprise. This allows all lines of business and staff offices, including Air Traffic Organization (ATO) and Aviation Safety (AVS), 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. AIT 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. AIT is responsible for providing comprehensive IT services to over 62,000 technology users across the FAA. AIT maintains a current inventory of over 300+ Federal Information Security Management Act (FISMA) reportable systems, of which approximately 60 are identified as mission critical.

Mike Monroney Aeronautical Center (MMAC or AMC): The Mike Monroney Aeronautical Center (AMC) provides centralized services critical to ensuring aerospace safety and integrating emerging entrants into the national airspace system. The MMAC has over 96% 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. In addition, AMC oversees the FAA's $500 million Franchise Fund, 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.

FY 2026 Anticipated Accomplishments:

Function/Office	FY 2026 Anticipated Accomplishments
Financial Services (ABA)	• Ensure required funding needs for agency programs are available. • 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. • Ensure an unmodified audit opinion on Agency FY 2026 financial statements. • Apply business case discipline to cost and contract reviews for major investments, acting as stewards of the agency's investment analysis process. • Provide Controller Staffing Model and Aviation Safety Workforce plans.
Acquisition and Business Services (ACQ)	• Ensure contractor performance is in accordance with contract terms and conditions, issue contract modifications, and monitor contract deliverables. • Develop and implement best practices in acquisition to deliver highest value for the taxpayer while enhancing efficiency and effectiveness of procurement methods. • Conduct internal and external small business outreach/training and target at least 25 percent of total direct procurement dollars as small business awards. • Manage training and certification programs for acquisition personnel, including program/project managers, contracting officers/specialists, contracting officer's representatives, systems engineers, test and evaluation specialists, and logistics specialists. • Manage audits of cost reimbursable, time & material, and labor hour contracts with an estimated value of $100 million or more and perform audits for at least 15 percent of these contracts with estimated values below $100 million. • Conduct Integrated Baseline Reviews on investment programs along with validations of contractor Earned Value Management Systems.

Function/Office	FY 2026 Anticipated Accomplishments
	• Conduct investment program post-implementation reviews. • Optimize the Agency's Real Property Portfolio by reducing the number of underutilized assets. • Implement performance targets that measure the efficiency of property management activities. • Implement applicable Personal Property Asset Lifecycle Management Policy requirements and best practices that enhance and improve the property management program. • Further develop customer-friendly automated Property Management tools that help enhance the quality and effectiveness of property management activities, staff productivity, and adequacy of checks and balances. • Optimize the Agency fleet size by reducing the number of FAA's underutilized Fleet Vehicles.
Information and Technology Services (AIT)	• 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. • Implement Artificial Intelligence (AI) to automate tracking and monitoring of IT hardware assets to improve efficiencies, visibility, service delivery, and disposition. • Implement additional solutions to improve the remote and mobile customer experience. • Support Cybersecurity initiatives by implementing ZeroTrust, Post Quantum Cryptography (PQC) and IPv6. • Streamline the Lifecycle Management of printer assets to reduce security vulnerabilities and increase efficiency. • Implement operational and cost efficiencies via centralized software asset management, automation and business process integration, license optimization, and risk mitigation. • Modernize the existing tools and automation technologies in the Security Operations Center (SOC) to improve the speed and accuracy of detection and response capabilities.

Function/Office	FY 2026 Anticipated Accomplishments
	• Conduct incident response exercises, both domestically and internationally, to identify process gaps and coordinate remediation activities. • Address findings and implement changes resulting from the Cyber Task Force assessment. • Implement Secure Access Service Edge (SASE) service to enhance network connection capabilities for end users while also increasing enterprise control of security policies for connected devices. • Modernize the FAA network infrastructure, including investigating Zero Trust Network Access (ZTNA) technology. • Implement Security Orchestration, Automation and Response tools to conduct threat analysis, remediation processes, and incident response activities via automated standard workflows. • Evolve and mature the integration and use of advanced analytics (e.g., machine learning, natural language processing, predictive analytics) to support and improve the FAA's analytic capabilities. • Continuing to expand and evolve EIM Data Platform operations capabilities; provide the cloud-based platform in the Mission Support environment. • Implement a Machine Learning Operations (MLOPs) pattern on the EIM data platform to support training, benchmarking, maintaining, and other aspects of the AI development lifecycle. • Establish AI governance processes to mitigate potential risks associated with the use of AI within the FAA. • Support continued education on AI and related emerging technologies to ensure the FAA can account for their potential risks and vulnerabilities in its certification and oversight activities.
Mike Monroney Aeronautical Center (MMAC or AMC)	• Complete required annual energy and water evaluations at each facility on the Center. • Reduce energy intensity by 1 percent annually through the end of FY 2026 to meet goals in FAA Order 1053.1C Energy and Water Management for FAA Buildings and Facilities • Continue environmental and safety compliance by maintaining ISO 14001 and 45001 certifications.

Function/Office	FY 2026 Anticipated Accomplishments
	• Manage the design and construction projects to be in compliance with FAA Administrative Space Order 4665.4B. • Achieve efficiencies across federal government through the Enterprise Services Center for 35 federal agencies in financial management, accounting and information technology serving as a leader for Shared Services. • Maintain 99.5 percent availability for IT systems as defined in customer agreements detailing specific commitments. • Improve service provision through timely mitigation of audit findings focusing on strengthening processes and closing process gaps. • Provide oversight for six franchise service lines and manages over 2,000 active agreements worth $500 million of activity across FAA and other Federal agencies. These agreements are a part of the Franchise Fund activities, which include six franchise services lines.

Program Increases: The FY 2026 budget request for AFN includes additional funding for the following programmatic initiatives.

Discretionary Adjustments	Amount ($000)	FTP	FTE
Cybersecurity	35,000	-	-
AFN Total	**$35,000**	**-**	**-**

Cybersecurity (AFN) $35.0 million: Funding is requested to enhance our existing cybersecurity program to ensure that defined technical requirements and mandates are met. This funding is vital for modernizing the FAA's legacy administrative infrastructure, which will enhance operational efficiency and enable us to swiftly identify and address vulnerabilities, thereby reducing risks.

The request allows for the advancement of the FAA's security posture by implementing solutions that can support modern security requirements, including those identified in the Zero Trust framework. This is crucial for maintaining high levels of protection and visibility over our most critical infrastructure, thereby mitigating the risk of undetected cyber-attacks that could compromise the safety and efficiency of the FAA.

In addition, it will support the agency's compliance with Executive Order 14028 mandates, including Multi-factor Authentication (MFA), Data Encryption at Rest (DAR) and Data Encryption in Transit (DIT). We will be able to address critical vulnerabilities within FAA's classified networks and systems by fusing cyber threat information with real-time operational anomalies to speed up incident detection and reduce adversarial lateral movement.

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

AFN's shared services approach to delivering the Agency's common finance, acquisition, information technology, property, technical training, IT infrastructure security, is continuous improvement, and streamlined products and services to support the FAA's vital aviation safety mission. AFN's integrated delivery model also focuses on reducing costs across the Agency, saving taxpayer dollars while providing benefits to all customers and stakeholders.

AFN 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 all FAA Lines of Business and Staff Offices via the shared services business model. AFN-provided services include the following:

- Overseeing the FAA's annual budget and operating financial, cost accounting, and procurement systems;
- Protecting and updating the Agency's IT infrastructure;
- Competing, negotiating, awarding, and managing more than $5.2 billion in key contracts that support critical programs and projects including NextGen;
- 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.

Office of Finance and Management (AFN)
($000)

	Dollars (in Thousands)	FTP	FTE
FY 2025 Full Year CR After Base Transfers	**$947,391**	**1,387**	**1,407**
Adjustments to Base	**$2,506**	**-**	**-**
Annualization of FY 2025 Pay Raise 2.0%	1,544	-	-
Transition from F&E to Operations	2,704	-	-
Working Capital Fund	(1,742)	-	-
Discretionary Adjustments	**$35,000**	**-**	**-**
Cybersecurity	35,000	-	-
FY 2026 Request	**$984,897**	**1,387**	**1,407**

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

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Detailed Justification for NextGen and Operations Planning (ANG)

FY 2026 – NextGen and Operations Planning – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	36,651	37,619	38,070
Program Costs	31,167	30,199	30,203
Total	**$67,818**	**$67,818**	**$68,273**
FTE	**173**	**173**	**173**

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

The Federal Aviation Administration (FAA) William J. Hughes Technical Center (WJHTC) for Advanced Aerospace is FAA's national scientific test base for the research, development, test, and evaluation of air transportation systems. The research, testing, and prototype development conducted by the WJHTC for Advance Aerospace staff helps shape the future of our Nation's air transportation system.

ANG maintains facilities and support services for all properties at the WJHTC for Advanced Aerospace including land, buildings, and infrastructure. There is approximately 1.6 million square feet of test and evaluation facilities, National Airspace System (NAS) field support facilities, research and development facilities, administrative facilities, and numerous project test sites.

The FAA's Federal Laboratory, located at the WJHTC for Advanced Aerospace, is the principal source for conducting FAA research, testing, and evaluation. It specializes in sustainment and modernization of air traffic control automation, communications, surveillance, navigation, traffic flow management, and weather systems, and supports advancements in airport and aircraft safety, human factors, and separation standards. Around the clock operational support is also provided to en route, terminal, and other air traffic control facilities throughout the nation. Annual operations and maintenance costs for the WJHTC for Advanced Aerospace are approximately 40 percent of ANG's Operations budget.

FY 2026 Anticipated Accomplishments:

Function/Activity	FY 2026 Anticipated Accomplishments
Facility Related:	• Provide the technical platform for research in aircraft safety (fire, structural, unmanned aircraft systems, etc.), airport technologies (safety and capacity), human factors, and weather. • Provide laboratory systems for conducting integrated concept evaluations, modeling and simulations, and testing and evaluating all new technologies in the national airspace. • Provide 24 hours a day, 7 days a week, 365 days a year field support for all operational systems within 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. • Safeguard both employees and campus infrastructure by ensuring compliance with environmental laws, policies, directives, and initiatives.
Operational Related:	• 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, international airspace where FAA has delegated authority to provide air traffic services, and international airspace where the U.S. and its citizens have safety-related interests. • Conduct an annual safety analysis of Reduced Vertical Separation Minimum Operations (RVSM) in North America (United States, Canada, and Mexico) and within U.S. delegated oceanic airspace per International Civil Aviation Organization Requirements. • Conduct independent monitoring for Altimetry System Error, a key component to the continued safe operation of RVSM, using Automatic Dependent Surveillance-Broadcast (ADS-B) data collected with U.S. rule airspace on a weekly basis. • Provide improved advisories for Flight Operations Center Airline/Operations Center.

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

The civil aviation industry plays a pivotal role in the global economy, contributing more than $1.8 trillion to economic activity and supporting approximately 11 million jobs in related fields. Through the steadfast advancement of aviation technologies, alongside the implementation of forward-thinking policies and procedures, the FAA continues to fuel the growth of the aviation industry. This initiative aims to achieve safer and more efficient flight operations with minimal environmental repercussions, marking the WJHTC for Advanced Aerospace as a crucial investment in the future trajectory of American aviation.

The resources allocated to the WJHTC for Advanced Aerospace through this budget request are pivotal to bolstering the American public's welfare by guaranteeing the National Airspace System's (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 earmarked 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.

NextGen and Operations Planning (ANG)
($000)

	Dollars (in Thousands)	FTP	FTE
FY 2025 Full Year CR After Base Transfers	**$67,818**	**166**	**173**
Adjustments to Base	**$455**	-	-
Annualization of FY 2025 Pay Raise 2.0%	189	-	-
Working Capital Fund	266	-	-
FY 2026 Request	**$68,273**	**166**	**173**

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

Security and Hazardous
Materials Safety (ASH)

Detailed Justification for Security and Hazardous Materials Safety (ASH)

FY 2026 – Security and Hazardous Materials Safety Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR*	FY 2026 Request
Salaries and Expenses	115,916	120,842	122,146
Program Costs	46,239	41,628	41,482
Total	**$162,155**	**$162,470**	**$163,628**
FTE	**579**	**580**	**584**

***** Amount reflects FY 2025 base transfer from AFN to ASH.

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

The Security and Hazardous Materials Safety (ASH) organization 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; robust regulatory investigations; and support and education for law enforcement organizations investigating FAA-certificated entities. ASH collaborates within the FAA and with interagency, industry, and foreign partners to provide national security support and to ensure the safe transportation of hazardous materials (HAZMAT) in air commerce. ASH helps prevent HAZMAT-related accidents or incidents aboard aircraft, using targeted, risk-based oversight, as well as education, outreach, and stakeholder engagement both domestically and internationally.

ASH supports the following key functions:

HAZMAT Safety: ASH ensures and promotes the safe air transportation of high-risk cargo, including HAZMAT. This is achieved through assuring that HAZMAT safety risks are considered and addressed through the certification and oversight of aircraft operators and certificate holders; investigating HAZMAT incidents to identify safety deficiencies; focusing on operators' documented HAZMAT safety programs to promote safe operations; evaluating the effectiveness of operators' risk mitigation strategies, coordinating collaborative efforts of government and industry safety teams; overseeing and monitoring the safe integration of unmanned aircraft systems transporting HAZMAT in the national airspace system (NAS); evaluating and analyzing the effectiveness of existing ASH systems; and collaborating with internal and external stakeholders to identify, analyze, mitigate and manage safety risks.

Personnel Security: ASH promotes the safety and security of over 84,000 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 Identification Media and Credential Program.

Infrastructure Protection: ASH provides guidance and oversight for the agency's facility security and information safeguards programs. It promotes the safety and security of national airspace critical infrastructure and sensitive information by promulgating program policy, evaluating and mitigating facility security incidents and data breaches, and conducting risk assessments for 1,100-staffed facilities, 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 administrative and civil investigations involving FAA employees, contractors, and non-employees suspected of violating FAA orders and policies. ASH provides services in the following areas: cyber and UAS investigations and analysis, insider threat detection and mitigation, eDiscovery, and counter-intelligence services, including foreign travel briefings and de-briefings.

Unmanned Aircraft Systems and Emerging Entrants Security: ASH coordinates with FAA offices on agency actions, messaging, and requests relating to UAS security issues, including counter-UAS (C-UAS). ASH collaborates with federal, state, local, territorial, and tribal government partners, and the private sector on UAS security issues. ASH coordinates the implementation of Section 383(a) of the FAA Reauthorization Act of 2018.

FY 2026 Anticipated Accomplishments:

Function	FY 2026 Anticipated Accomplishments
HAZMAT Safety	• Improve industry compliance with aviation safety regulations and standards through inspections, 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.

Function	FY 2026 Anticipated Accomplishments
Personnel Security	• Continue enrolling FAA employees in the Trusted Workforce (TW) 2.0 (Continuous Evaluation) program with the Defense Counterintelligence and Security Agency. • Continue implementing the Federal Investigation Standards requiring 5-year background re-investigations for employees and contractors in Moderate Risk positions (much of the FAA). • 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.

Function	FY 2026 Anticipated Accomplishments
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 personnel, systems, and networks from influence and targeting from foreign intelligence entities. • Conduct counterintelligence and cyber threat analysis, insider threat detection and mitigation, international travel security activities, and cyber investigations.

Function	FY 2026 Anticipated Accomplishments
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.

Program Increases:

The FY 2026 budget request for ASH includes additional funding for the following programmatic initiatives.

Discretionary Adjustments	Amount ($000)	FTP	FTE
Controller Hiring and Training	702	8	4
ASH Total	**$702**	**8**	**4**

Controller Hiring and Training Surge: The FAA is requesting additional funding to continue the controller hiring and training surge. The surge will further boost efforts to streamline the path for controller training while further increasing resiliency to serve high demand markets. Funding and positions are requested in ASH to process the increased background investigations for controller applicants and associated contract support in the ATO.

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, and the safe transportation of hazardous materials in air commerce. 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.

Security and Hazardous Materials Safety (ASH)
($000)

	Dollars (in Thousands)	FTP	FTE
FY 2025 Full Year CR After Base Transfers	**$162,470**	**596**	**580**
Adjustments to Base	**$456**	-	**-**
Annualization of FY 2025 Pay Raise 2.0%	604	-	-
Transition from F&E to Operations	137	-	-
Working Capital Fund	(285)	-	-
Discretionary Adjustments	**$702**	**8**	**4**
Controller Hiring and Training	702	8	4
FY 2026 Request	**$163,628**	**604**	**584**

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

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Staff Offices

Detailed Justification for – Staff Offices

FY 2026 – Staff Offices – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR*	FY 2026 Request
Salaries and Expenses	250,929	262,845	265,653
Program Costs	73,896	63,527	63,183
Total	**$324,825**	**$326,372**	**$328,836**
FTE	**1,269**	**1,275**	**1,281**

*Amount reflects FY 2025 base transfer from ATO to AHR.

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

The Staff Offices of FAA include the Office of the Administrator, Chief Counsel and several assistant administrators who provide mission support services to the various lines of business. These services include legal counsel, economic trend analysis, mission-oriented leadership, government and industry liaisons, communications, public relations, and human resources management. A brief description of staff offices is outlined as follows:

The **Human Resources Management** (AHR) organization provides human resource services to all operating lines of business and staff offices at the headquarters and to all the FAA regions including the two centers and overseas.

The **Office of the Administrator** (AOA) leads the Federal Aviation Administration (FAA) in its mission to provide the safest, most efficient aerospace system in the world. This office is responsible for the overall planning, direction, coordination, and control of FAA programs.

The **Office of Audit and Evaluation** (AAE) performs audit and investigative review functions primarily for internal safety disclosures and concerns, including the FAA Whistleblower Protection Program.

The **Office of Civil Rights** (ACR) advises, represents, and assists the FAA Administrator on civil rights and equal opportunity matters.

The **Office of Government and Industry Affairs** (AGI) serves as the Administrator's principal adviser and representative on matters concerning relationships with the Congress, aviation industry groups, and other governmental organizations, as well as with developing and reviewing

plans and strategies involving these groups to enhance aviation safety.

The **Office of Communications** (AOC) is responsible for the policy, direction, and management of the agency's communications programs for the news media and FAA's employees nationwide.

The **Office of the Chief Counsel** (AGC) provides mission-critical legal services for the FAA. Within the FAA, AGC is both a key partner to each line of business and staff office and an integral contributor to the success of every major agency program and function.

The **Office of Policy and Strategic Engagement** (APL) serves as the principal advisor to the Administrator on international matters and manages the FAA's Regional Offices.

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

Through the leadership of the Administrator, FAA successfully manages the most complex and safest aviation system in the world. By executing their mission responsibilities and providing management, leadership, and oversight, the FAA's Staff Offices have contributed to the overall success of the FAA.

Staff Offices provide services and resources necessary for the FAA's agency operations. Without these services, lines of business would not have the resources needed to meet their goals. From performing mission-critical services to receiving guidance and counsel on regulatory or legal issues, or managing annual appropriations, Staff Offices make a significant contribution to the mission of FAA.

Detailed Justification for – Human Resource Management (AHR)

FY 2026 – Office of Human Resource Management (AHR) – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR*	FY 2026 Request
Salaries and Expenses	92,262	96,691	97,578
Program Costs	31,613	28,970	28,387
Total	**$123,875**	**$125,661**	**$125,965**
FTE	**537**	**544**	**547**

* Amount reflects FY 2025 base transfer from ACR to AHR and ATO to AHR.

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

The FAA workforce is the backbone of the Agency's success in providing the safest and most efficient aerospace system in the world. The Office of Human Resource Management (AHR) request covers daily work in providing human resource services to the nearly 40,000 FAA employees. AHR provides the strategic management of human capital that ensures the FAA has the skilled workforce needed to meet the changing demands of the industry we serve.

In FY 2026, AHR will:

- Implement a data-driven, agency-wide corporate recruitment strategy and talent acquisition program that empowers AHR to support the recruitment and hiring of top talent at all levels.
- Increase support for compensation and enable the FAA to remain competitive to attract and retain top talent.
- Increase support for a comprehensive benefits program to lower attrition and increase job satisfaction statistics.
- Support an agency-wide corporate career and learning development program needed to build and sustain a motivated, skilled, and committed workforce.
- Improve alignment between individual and organizational goals to improve employee performance and productivity.
- Increase the agency's labor and employment relations capacity to meet increased workload

and decrease employee attrition.

- Establish a comprehensive future workforce model to attract a pipeline of highly qualified candidates and employees to enable and preserve continuity in mission-critical areas.

As the FAA builds the foundation for the aerospace system of the future through the implementation of NextGen capabilities, the Agency's workforce will play an increasingly critical role. AHR 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. By doing this, we can develop and execute strategic workforce plans across the administration that support the Department of Transportation's (DOT) evolving mission.

Human Resource Services, **AHF** establishes, delivers, and improves the Agency-wide employment services and programs through classification, recruitment, pre-employment assessment, onboarding, workforce planning, benefits, payroll and personnel action processing. AHR serves as a strategic business partner to Agency employees, supervisors, managers, and executives on personnel matters involving employment and pay.

Compensation, Benefits Strategy, & Worklife, AHB supports the organizational health and performance of the FAA by administering employee compensation and performance management programs, employee retention programs, and workers' compensation (as a shared service for DOT),

Labor and Employee Relations, AHL develops and maintains constructive labor-management relations between the FAA and its labor unions, facilitates appropriate resolution of employee relations matters for all Agency employees and provides arbitration and litigation services for the agency.

Career & Leadership Development, AHD delivers innovative Learning and Development solutions for the management, technical, and compliance knowledge, skills, and abilities needed for individual and enterprise success.

Accountability and Strategic Business Management, AHA provides business management services for AHR and agency-wide human resources information technology and people data reporting and analytics to drive the mission and support informed decision making.

FY 2026 Anticipated Accomplishments:

Recruitment & Selection, including air traffic controller hiring

- 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, FAA continues to identify and realize efficiencies in the controller hiring process to meet FAA's FY 2026 air traffic controller hiring goals.

Benefits

- Effectively administer the workers' compensation, including ensuring timely filing of claim forms and prompt return to duty.

- Review existing programs and identify enhancements to FAA's total rewards, compensation, and benefits packages; continue to market availability of programs and support increased utilization.

- Effectively implement benefits operations –including providing retirement counseling, health benefits family member eligibility determinations, military service deposits, redeposits and benefits/retirement education

Performance Management

- Develop rigorous performance management process emphasizing alignment between individual and organizational goals to improve employee performance and productivity.

Compensation

- Utilize FAA's non-Title 5 pay authority and flexibility to ensure optimal alignment with FAA's mission-critical objectives, and to attract and retain top talent to drive organizational results.

Labor and employee relations

- Provide day-to-day operational support and services to FAA managers on labor and employee relations.

- Effectively litigate labor relations cases before third parties; including handling arbitration/labor relations claims/charges, procedural compliance, witness preparation, and satisfying all pleading requirements and actions.

Training and Development

- Provide best practice leadership development programs to prepare leaders to effectively respond to ongoing changes in strategic priorities.

- Continue implementing enterprise-level, innovative approaches to leadership development to build a solid pipeline of future leaders and provide existing leaders with the tools needed to deliver transformational governance in support of the FAA mission.

- Create a corporate career and learning development program that allows FAA to build and retain a motivated, skilled, and committed workforce.

Data analytics and reporting

- Provide HR data reports and analysis to support FAA-wide human capital decision-making.

Strategic Workforce and Succession Planning

- Prepare and engage agency practitioners, action officers, decision-makers, and leaders to formulate agency-wide Strategic Workforce Planning (SWP) capability. Standardize SWP practices and methods across FAA LOB/SOs.

- Establish agency-wide succession planning capability create a constant pipeline of highly qualified employees to help preserve continuity in mission-critical areas.

Program Increases:

The FY 2026 budget request for AHR includes additional funding for the following programmatic initiatives.

Discretionary Adjustments	Amount ($000)	FTP	FTE
Controller Hiring and Training Surge	664	6	3
AHR Total	**$664**	**6**	**3**

Controller Hiring and Training Surge: This funding request is for additional staff to support the influx of applicants for additional controller hiring within the ATO. This request also funds the utilization of tools to enhance the recruitment of safety critical positions.

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

Funding at the requested level is critical to continue providing personnel services to all FAA employees. The non-pay costs within AHR's budget include agency-wide systems like CASTLE for time and attendance, the electronic personnel management system (eOPF), and the Federal Personnel and Payroll System (FPPS). AHR also funds agency-wide benefits and support programs; including the Employee Assistance Program, and the Agency's worker's and unemployment compensation program, all of which are necessary for FAA's lines of business and staff offices to be successful.

With FAA's core mission of aviation safety, AHR is the lead office with responsibility for

attracting, recruiting, and hiring qualified US citizens to fill safety critical positions. This ensures the traveling public is supported by a system which is both safe and secure. At the requested level AHR will be able to support the FAA and achieve and sustain the required level of employees at the right level of qualification and expertise necessary to maintain the safety of the aviation system.

Detailed Justification for – Office of the Administrator (AOA)

FY 2026 – Office of the Administrator –Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	3,719	3,795	3,815
Program Costs	1,408	1,332	1,332
Total	**$5,127**	**$5,127**	**$5,147**
FTE	**15**	**15**	**15**

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

The Office of the Administrator (AOA) leads the Federal Aviation Administration (FAA) in its mission to provide the safest, most efficient aerospace system in the world. This office is responsible for the overall planning, direction, coordination, and control of FAA programs. It represents the FAA in its work with the Department of Transportation (DOT), other agencies, the White House, Congress, the aviation community, and the public.

AOA directs and controls the operations of the FAA and acts as principal adviser to the Office of the Secretary of Transportation on civil aviation and air transportation matters. Throughout fiscal year 2026, AOA will continue to lead the FAA toward achieving the Agency's performance goals and targets.

In leading the FAA, the Administrator oversees the Agency's employees in maintaining, operating, and overseeing the world's largest and most complex aviation system. The Agency determines the regulatory and operational standards for the United States and effectively sets the benchmark for aviation safety around the world.

The funding level supports the executive direction of the FAA and provides for the Administrator's and Deputy Administrator's direct staff.

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

AOA provides direction and executive oversight for the management and operation of the

world's largest, safest, and most efficient airspace system. Aviation is a significant contributor to the U.S. economy, and the FAA provides continuous operational Air Traffic Control services to airlines and general aviation; safety oversight of operators and manufacturers; management of airport improvement grants; and acquisition of the FAA's NextGen air traffic control system. AOA also houses the Executive Secretariat function using the Electronic Document Management System application and supports the lines of business and staff offices to provide timely responses to correspondence from DOT, other agencies, the White House, Congress, the aviation community, and the public.

Detailed Justification for – Audit and Evaluation (AAE)

FY 2026 – Office of Audit and Evaluation (AAE) – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	5,211	5,595	6,076
Program Costs	1,091	707	707
Total	**$6,302**	**$6,302**	**$6,783**
FTE	**24**	**24**	**27**

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

The Office of Audit and Evaluation (AAE) has four primary functions: safety-related whistleblower investigations, coordination, and response to Department of Transportation (DOT) Office of Inspector General (OIG) and General Accountability Office (GAO) audits, internal and external hotline operations, and the Whistleblower Ombudsman.

Investigative staff conducts investigation of whistleblower safety disclosures, which includes reports received from the FAA External Whistleblower Protection Program, FAA employees and the U.S. Office of Special Counsel. AAE investigations lead to recommendations made to the Administrator and Assistant Administrators for corrective or other actions to address discrepancies noted in the investigation.

Audit staff coordinates all audits of FAA programs by the DOT/OIG and GAO and evaluates FAA responses to these audits. Hotline operation staff manages all incoming reporting, delegation of investigations and oversight of investigative results conducted by delegated FAA organizations.

The Whistleblower Ombudsman Office, as part of the Office of Audit and Evaluation and the Aviation Safety Whistleblower Investigation Office, provides an impartial Agency venue for investigation and resolution of safety disclosures.

The FY 2026 funding will continue to support the enhancement and upgrade of the FAA's Hotline and Whistleblower Protection Program system, to include the Ombudsman module that lives within a cloud solution, while continuing to provide a centralized Agency focus for internally and externally generated hotlines. Planned enhancements include increased analytics, searching, reporting, and improved case management, and acquiring a data system for internal

investigations and the Whistleblower Ombudsman branch as part of The Aircraft Certification Safety and Accountability Act of 2020.

Base Transfer:

The FY 2026 budget includes a transfer in funding from the Air Traffic Organization and Aviation Safety to cover the cost associated with Office of Audit and Evaluation to help address increased workload.

Base Transfer	Amount ($000)	FTP	FTE
Office of Audit and Evaluation	+$454	5	3
Air Traffic Organization (ATO)	-$136	-	-
Aviation Safety (AVS)	-$318	-	-

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

AAE has established itself as a viable forum for raising and addressing internal safety concerns and has developed standards to measure its successes. Currently, the success of the program can be gauged by its ability to timely process hotline matters, complete investigations, validate the completeness of Agency responses to identified safety concerns, and ensure Agency compliance with corrective actions.

AAE has become a vital and effective organization productively addressing and resolving safety-related whistleblower disclosures. Significantly, the visibility and accomplishments of the AAE office have generated a critical awareness and recognition that employees can bring their safety sensitive disclosures to an internal organization and have them objectively reviewed by an unbiased entity.

AAE enhances 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.

The direct beneficiaries of AAE's services are the Agency and the flying public. AAE embodies FAA's commitment to a vibrant and evolving internal safety culture based on continuous review, evaluation, objective analysis and measured change. AAE provides Agency employees and external stakeholders with an independent and highly visible forum to raise, address, and resolve safety complaints, concerns, or whistleblower contributions safely and constructively.

Detailed Justification for – Civil Rights (ACR)

FY 2026 – Office of Civil Rights (ACR) – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR*	FY 2026 Request
Salaries and Expenses	14,186	14,547	14,622
Program Costs	2,776	1,860	1,860
Total	**$16,962**	**$16,407**	**$16,482**
FTE	**79**	**77**	**77**

***** Amount reflects FY 2025 base transfer from ACR to AHR and ACR to AGC.

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

The Office of Civil Rights (ACR) administers several critical federally mandated programs under Titles VI and VII of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, the Americans with Disabilities Amendments Act, the Genetic Information Nondiscrimination Act, the Age Discrimination and Employment Act, and the Equal Pay Act.

Internally, the ACR mission is to aid in the prevention of unlawful discrimination because of race, color, national origin, sex, age, religion, sexual orientation, and individuals with disabilities employed by the FAA. In addition, ACR works to proactively prevent complaints and resolve potential conflicts early and at the lowest possible level to reduce potential legal liability to the FAA. The Office of Civil Rights implements a robust internal training program for the purpose of educating the workforce on adhering to EEO policies and guidelines and reducing EEO complaints.

Externally, ACR's mission is to provide airport oversight for civil rights laws and regulations. ACR works to ensure that all beneficiaries of federally assisted transportation programs are offered equal opportunity for participation and are free from discrimination. These efforts address airport compliance with the Americans with Disabilities Act (ADA), Rehabilitation Act, Disadvantaged Business Enterprise Program, Title VI, Limited English Proficiency (LEP), Environmental Justice (EJ), and other civil rights regulations.

FY 2026 Anticipated Accomplishments:

Function/Office	FY 2026 Anticipated Accomplishments
Internal Civil Rights Services • EEO Complaint Services/Alternative Dispute Resolution Services • EEO Training • Reasonable Accommodations Request Processing	• Process 100 percent of the allegations and inquiries regarding EEO complaints by providing quality counseling, mediation, and consulting services. • Ensure that reasonable accommodation requests are processed timely and equitably. • Increase FAA managers and employees conflict resolution skills through the Conflict Coaching Program and reduce the number of EEO complaints that are filed in the Agency with early intervention techniques.
External Civil Rights Services • Disability Airport Compliance • Airport Non-discrimination Compliance (Title VI of the Civil Rights Act) • Disadvantaged Business Enterprise (DBE)/Airport Concession Disadvantaged Business Enterprise (ACDBE) Compliance	• Conduct DBE/ACDBE, ADA/504, and Title VI/LEP/EJ compliance reviews and ensure that small and disadvantaged business enterprises are able to compete with larger companies for airport construction projects and concessions. • Maintain an online FAA DBE-connect system to connect DBEs with relevant airport opportunities and allow airports to identify certified DBEs in areas of work needed to support their DBE goals. https://faa.dbesystem.com/ • Deliver training, technical assistance, and consultations in order to increase knowledge in the areas of DBE/ACDBE, ADA/504, and Title VI/LEP/EJ at the Nation's airports.

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

Under Title VI of the Civil Rights Act of 1964, all Federal agencies are required to ensure that federal funds do not subsidize programs or activities that discriminate based on race, color, or national origin. ACR provides leadership and direction for civil rights and EEO matters. The ACR mission is to implement civil rights, EEO policies, and operational programs to ensure their full and successful development in support of the FAA's mission to provide the safest, most efficient aerospace system in the world. ACR's goal is to achieve safety through implementing a strong civil rights program and ensure that conflicts are resolved early and at the lowest possible

level.

ACR is committed to providing a workplace that promotes equal opportunity, is free of harassment, and is an environment where employees can focus on productivity, not conflict. Our vision is to create, within the FAA and its federally assisted programs, an environment free of civil rights violation and discrimination, where all are treated equitably with dignity and respect. The result of these efforts is a workforce that collaboratively helps to ensure the safety of the flying public.

Detailed Justification for – Government and Industry Affairs (AGI)

FY 2026 – Government and Industry Affairs (AGI) – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	2,019	2,075	2,086
Program Costs	103	47	47
Total	**$2,122**	**$2,122**	**$2,133**
FTE	**10**	**10**	**10**

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

The Office of Government and Industry Affairs (AGI) supports the Administrator and represents the FAA by providing the principal linkage between the Agency and Congress.

AGI works with FAA offices to coordinate, facilitate, and present FAA's legislative message. AGI consistently monitors and gauges the interest and needs of the United States Congress. This relationship also extends to coordinating FAA legislative initiatives and responses with the Department of Transportation (DOT). AGI also serves as liaison with the aviation industry, from manufacturers to carriers, and with other aviation-related organizations. Additionally, AGI serves as the principal point of contact for state and local governments.

The following core activities represent the FY 2026 Budget request:

- Communicate to Congress on behalf of the Administrator and Management Board.
- Provide OST's Office of Governmental Affairs with factual, concise, and complete information from significant AGI congressional contacts and activities.
- Foster strong partnerships with key industry stakeholders.

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

AGI continuously improves the quality, timeliness, and usefulness of FAA core business functions. AGI fosters productive relationships with key members of Congress and Congressional Oversight Committees. AGI solicits information from program offices within the Agency to better understand and communicate areas of interest or concerns to the United States

Congress.

AGI's mission is to provide high quality, timely communications to Congress. It is essential that public policy be debated on its merits so that the best outcomes can result. The work of AGI enables the Administrator, Deputy Administrator, and Associate Administrators to effectively interact and communicate the policies and positions of the FAA before the United States Congress. AGI's established congressional relations are vital to advancing the aviation priorities of the FAA, the Department of Transportation, and the Administration.

Detailed Justification for – Communications (AOC)

FY 2026 – Communications (AOC) – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	8,571	8,806	8,850
Program Costs	331	96	96
Total	**$8,902**	**$8,902**	**$8,946**
FTE	**43**	**43**	**43**

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

The Office of Communications (AOC) is responsible for the direction and delivery of critical safety information and policy to the public, news media, stakeholders, and FAA employees to support the Agency's mission. AOC's core job is connecting users of the National Airspace System – be it pilots or the travelling public – with information to be safer.

AOC helps the FAA achieve its mission by providing timely and accurate safety information and performing robust outreach to an increasingly diverse set of stakeholders. It executes strategic communication plans to deliver consistent, clear and compelling messages to educate the public. In support of the DOT's strategic goals of Safety, Infrastructure and Innovation, AOC provides effective communications programs and campaigns, which combine traditional public affairs with modern digital tactics. AOC tracks the return on investment of its work and uses data to make improvements and adjustments for continued success.

AOC delivers effective messaging and engagement with key stakeholders to maximize outreach and safety information. It does this through media relations, speechwriting, creative services, web support, corporate communications to employees, live events and social media outreach. Other FAA organizations are encouraged to partner with AOC in the early stages of communication activities to take advantage of the full suite of available services and expertise, which will avoid duplication of services and achieve a greater return on investment for the Agency.

FY 2026 Anticipated Accomplishments:

- Connect users of the NAS with safety information through media relations and digital media outreach.

- Support open government initiatives to make data available, improve online services, and increase collaboration with citizens, stakeholders, and other government agencies; make sure we are transparent in the sharing of safety information.
- Expand the use of digital social media platforms and data to educate the public & new audiences.
- Use a variety of internal communication vehicles to educate employees and engage with them about Agency goals, programs, and activities.

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

AOC connects people with aviation safety information. With more than 119 million page views a year, FAA.gov provides a wealth of safety resources to the American public. Pilots, mechanics, and members of the flying public consistently read FAA's news, directives, hazardous materials information, and airworthiness information every day of the year.

The FAA has seen an increase in demand for access to critical aviation safety information. Users download 10 million documents a year from FAA.gov related to pre-flight safety procedures and planning, airmen/aircraft certification, aircraft mechanical records, airport safety regulations, and accident/incident data. Information for safe air traffic operations, general aviation safety, and drone safety are delivered in multiple easy access formats.

For example, AOC has produced 130 'From the Flight Deck' videos that contain critical safety information for general aviation and commercial pilots to help them avoid runway errors, garnering nearly 1 million views.

The FAA has 1.9 million followers across our social media platforms. We use these digital platforms to provide safety information and education to the flying public every day. In 2023, the FAA shared 4,771 posts highlighting safety information on social media platforms, including on Facebook, X, Instagram, Medium and LinkedIn. These posts were viewed 97,586,294 times and generated 388,605 clicks to FAA resources.

AOC works to help recruit the next generation of safety professionals. For example, for the 2024 air traffic controller hiring period, AOC had 100 social media posts and held 3 live events that generated 2.5 million views, 13,000 clicks to faa.gov jobs website, and ultimately helped the agency receive 13,000 high quality applications for this safety mission-critical job.

More than 40,000 FAA employees working in offices and in the field, across the country and abroad, are the backbone of aviation safety. Using the FAA intranet, employee news, daily broadcast, and creative products, AOC connects these employees to FAA's safety mission. These communication vehicles ensure employees access information to do their job to support safety. Strong internal communications generate a more engaged, productive, and loyal workforce.

As the demand for safety information continues to grow from the public and all stakeholders, these groups expect 24 hours a day access to safety information that the FAA provides through the Web, social media, live events, and media relations. AOC provides accurate and timely information about FAA operations, safety oversight, and other programs to all these groups as quickly as possible. AOC averages 10,000 media inquiries a year, and we respond to each of these to inform the public – via the media – of our safety mission.

Detailed Justification for – Office of Chief Counsel (AGC)

FY 2026 – Office of the Chief Counsel (AGC) – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR*	FY 2026 Request
Salaries and Expenses	55,828	59,509	60,443
Program Costs	9,244	5,879	6,107
Total	**$65,072**	**$65,388**	**$66,550**
FTE	**254**	**255**	**255**

***** Amount reflects FY 2025 base transfer from ACR to AGC.

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

The Office of the Chief Counsel (AGC) provides mission-critical legal services for the FAA. Within the FAA, AGC is both a key partner to each line of business and staff office and an integral contributor to the success of every major agency program and function. AGC provides legal advice across every line of business and agency program, reviews agency actions for legal sufficiency, represents agency interests in various administrative and court forums, defends the agency's actions, and proactively identifies and mitigates risk. In addition, AGC is responsible for internal FAA adjudicative functions, including arbitrating bid protests and contract disputes, aviation civil penalties below a specified threshold, and complaints filed against airport sponsors. The Chief Counsel's Office also provides alternative dispute resolution services.

AGC's principal legal practice areas are:

- Enforcing aviation safety rules, airport grant assurances, civil rights requirements, protecting intellectual property/data rights interests, and processing aircraft registrations.

- Protecting FAA's interests with zealous defense of FAA decisions, including, but not limited to, rulemaking litigation, constitutional claims, aviation torts, Freedom of Information Act (FOIA) and Privacy Act (PA) litigation, environmental approvals, and personnel decisions.

- Rulemaking activity, international activity and harmonization of safety rules, environmental legal services, airport legal services in support of airport expansion and capacity, provide opportunities for disadvantaged business enterprises, commercial space legal services which support launch activities, Unmanned Aircraft Systems (UAS) integration, and acquisition of technologies that support increased capacity and

efficiency; and

- Enhancing FAA's high-performing workforce, supporting numerous agency-wide strategic initiatives, and providing legal services in support of agency administrative functions including, but not limited to, acquisition and fiscal law; employment and labor law; ethics counsel and program; information law; Congressional oversight investigations; real property, data, and intellectual property; aviation registrations; national security; cybersecurity; legislative; and emergency management.

FY 2026 Anticipated Accomplishments:

Funding at the FY 2026 requested level would support necessary legal services, including representation, in support of significant FAA program responsibilities and functions. Among the more significant of these are:

- Advice 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.

- Rulemaking on critical safety rules and regulatory aspects, including the safe and timely integration, of new entrants into the national airspace. AGC has had to devote a steadily increasing number of resources to aid in the safe integration of UAS, commonly referred to as drones. For example, current drone rulemaking projects involve the substantial time of nine attorneys. More than 10 percent of AGC personnel are engaged in drone matters, and the workload is increasing.

- Providing legal counsel and training on aircraft registrations on non-citizen/U.S. citizen trusts; corporations/limited liability companies/partnerships; fractional ownerships; and other areas.

- Providing counsel to FAA's Office of Civil Rights for purposes of adjudicating complaints of discrimination, assuring access to the national system of airports regardless of disability, and implementing disadvantaged business enterprise programs so that all communities have the opportunity to benefit from aviation's economic success.

- Providing advice and training on a broad spectrum of intellectual property (IP)-related issues, including, but not limited to, patents, copyright, and trademarks, technology transfer (including the development of cooperative research and development agreements (CRADA) and licenses), and data rights strategy – across the FAA, including the

development of associated policies.

- Enforcement of FAA regulations and statutes, including those involving illegal drone operations, unruly passengers, noncompliance with drug and alcohol use prohibitions and industry drug testing requirements, certificate holder falsification, improper aircraft maintenance, medical disqualification, illegal aircraft charters, and noncompliance with hazardous materials requirements. Attorneys advise on enforcement investigations, work with FAA offices on the development of compliance and enforcement policies, and coordinate with other federal and state agencies regarding matters concerning aviation safety.

- Defending aviation accidents, other tort claims, and appellate challenges to FAA Order and final agency decisions.

- Improving FAA information management through legal sufficiency reviews of hundreds of Freedom of Information Act (FOIA) and Privacy Act (PA) initial responses and administrative appeals; counsel on FAA initiatives and policies to ensure compliance with the requirements of FOIA, PA, E-Government Act, Trade Secrets Act, Open Governance, Federal Records Act, Paperwork Reduction Act, Children On-Line Privacy Protection Act, FAA's statutory authority to protect voluntarily provided safety information; and training of FAA personnel.

- Counseling FAA program offices on the appropriateness of pursuing patent and trademark applications, and when appropriate, draft the applications and conduct all activity associated with the filing and prosecution of the applications.

- Supporting environmental reviews of airports capacity enhancement projects and grants, environmental streamlining for airport infrastructure projects, new entrants, including UAS operations and commercial space launch activity, new entrant development, and any litigation support resulting from environmental approvals.

- Providing legal counsel to the Office of Airports for the implementation of numerous grant-in-aid programs to airports and the passenger facility charge program, enforcing the terms of grant agreements, including their associated assurances, and providing counsel to airport engineering functions regarding safety regulation and advisory circulars.

- Providing management advice and counsel to AOA, Senior Executives, and Regional Administrators on noise issues, including community engagement. Noise issues may act as an environmental constraint on aviation growth. As a result, AGC devotes substantial time of attorneys and all managers to this issue.

- Safety and environmental review of commercial space launch activities.

- Providing proactive legal support to all FAA policy development, focusing on acquisition and finance operations, and key support to UAS and the War Risk Insurance program.

- Supporting all aspects of lifecycle acquisition management for the FAA through proactive legal engagement and program support to increase quality, reduce the time, and manage the risk and budget of delivering safe and secure services to the aviation community and flying public. AGC devotes increasing resources to acquiring and administrating services and support, operational safety systems, and associated equipment and real property, including acquisition aspects of new entrant development and compliance with commercial and fiscal requirements. The increasing levels of effort are directly related to growing complexities in data rights and utilization; cybersecurity requirements; licensing issues; and growing virtual operations requirements that include contractor and contracted efforts.

- Acquisition legal support and oversight of contracts that supply 40,000 contractor support personnel, requirements development, planning support, and applicability of evolving government-wide policies. This support and oversight involve operationalizing an increasingly integrated virtual and actual combined contractor-federal work environment and ecosystem.

- Implementation of Congressional and Executive Branch mandates regarding FAA personnel.

- Representing the FAA in administrative litigation before the Merit Systems Protection Board, Equal Employment Opportunity Commission, and judicial litigation in Article III courts.

- Providing management advice and counsel on employment and labor matters, including the following areas: whistleblower protection, labor negotiations, work environment and policies, contours of the FAA's unique personnel management system, class action litigation, client training, and air traffic controller hiring.

- Providing management advice and counsel to AOA, ADA, Senior Executives, and other leadership on the Federal Advisory Committee Act (FACA) requirements and options available to engage with stakeholders in compliance with the law.

- Representing the FAA's interest in FOIA, PA, FACA, IP, and aircraft registration-related court challenges.

- Supporting the FAA's national security and cybersecurity missions.

- Advising lines of business and staff offices about Congressional oversight investigations and responding to Congressional document and interview requests.

- Advising lines of business and staff offices on all matters related to international aviation and space law issues, providing legal expertise in international safety assessments and technical assistance, and developing international agreements.

- Serving as a liaison for FAA on international aviation legal matters with international organizations, foreign countries, and other Government agencies and industry.

- Providing legal support for FAA emergency operations and warnings to the aviation community respecting foreign airspace.

- 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 (NTSB); and representing the FAA in litigation before the Office of Dispute Resolution for Acquisition (ODRA).

- Coordination across the Executive and Legislative branches on legislative services.

- Provides a broad range of pre-, during, and post-employment advice to FAA managers and employees throughout the agency as to their ethical obligations.

- Review of financial disclosure reports filed by those employees at the FAA, currently approximately 18,000, whose duties and responsibilities require the employee to participate personally and substantially through decision or the exercise of significant judgment in the agency taking action regarding an inherently governmental function. These numbers disclose that AGC touches approximately one out of every 22 financial disclosure statements filed by employees of the Executive Branch of the United States Government.

- Provide required onboarding and annual ethics training.

Base Transfer:

The FY 2026 budget request transfers $622,000 from Aviation Safety (AVS) to the Office of the Chief Counsel (AGC) for the remaining payroll costs from the base transfer completed in FY 2024.

Base Transfer	Amount ($000)	FTP	FTE
Office of the Counsel (AGC)	$622	-	-
Aviation Safety (AVS)	-$622	-	-

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

AGC contributes to the overall success of FAA programs and supports the strategic objectives of the Department of Transportation. AGC's contributions cannot be assessed through a single measure. AGC contributes to many programs to ensure that overall FAA actions are consistent with legal requirements, risks are defined and managed to the extent practicable, and the interests of the government and the flying public are strongly represented.

The enforcement attorneys provide essential legal support for the agency's safety oversight programs, including handling over 2,000 cases on average each year where legal enforcement action is necessary for national airspace safety. Aviation accidents and tort litigators are critical to defending Agency employees and systems against claims of negligence arising from fatal aircraft accidents.

The rulemaking attorneys play a critical role in establishing regulatory requirements involving certification (airman and aircraft), operations, airspace, airports, and commercial space licensing. Information Law attorneys are critical for ensuring the proper management of the information and data generated and collected by the FAA consistent with the FAA's legal obligations, including the protection from disclosure of voluntarily provided safety information. Information Law attorneys also play a strategic role in addressing FAA's data rights in negotiated agreements, including, but not limited to, CRADAs, and addressing FAA's IP needs through patents and trademarks. They are critical in addressing novel legal issues pertaining to aircraft and airmen registrations.

The Airports and Environmental Law attorneys are critical to ensuring environmental reviews are completed for infrastructure projects funded by the Bipartisan Infrastructure Law and Airport Improvement Program, integration of UAS, commercial space activities, and performance-based navigation implementation. In addition, they provide legal counsel to the Office of Airports for the implementation of numerous grant-in-aid programs to airports, enforcing the terms of grant agreements, and providing counsel to FAA's Office of Civil Rights.

The Employment and Labor attorneys support the unique demands of the FAA's workforce and operations by maximizing the legislative flexibilities afforded to the FAA through the series of Congressional enactments commonly referred to as Personnel Reform. The Employment and

Labor attorneys support the FAA's nearly 6,000 managers through day-to-day counseling, training, and support of high-profile disciplinary matters. In addition to defending the agency in employment and labor litigation, the employment attorneys have a significant role in addressing the staffing and labor implications of the air traffic control system.

AGC acquisition attorneys provide key support in the development, acquisition, and deployment of air traffic control and safety systems and technologies, including land and facility sites that house said equipment and systems. The FAA's Acquisition and Fiscal law attorneys support the deployment of 40,000 contract support personnel, support business decisions in every FAA line of business, the protection (and ownership) of information and data rights, real property issues, legislative initiatives, critical support to financial operations, the franchise fund, and engagement in policy making.

The national security and emergency management attorneys are critical in supporting the FAA's efforts to protect the FAA's critical infrastructure, including the handling of sensitive national security information/data. International law attorneys develop the FAA's position on international aviation and space law issues and are critical in providing legal advice on all matters related to international aviation, including aircraft registration, flight standards subjects, airworthiness and certification, air traffic matters, UAS, statutes addressing international issues, and treaties and conventions concerning aviation and space and matters.

Detailed Justification for – Policy and Strategic Engagement (APL)

FY 2026 – Office of Policy and Strategic Engagement (APL) – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	69,133	71,827	72,183
Program Costs	27,330	24,636	24,647
Total	**$96,463**	**$96,463**	**$96,830**
FTE	**307**	**307**	**307**

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

The Office of Policy and Strategic Engagement (APL) consists of the following offices:

Aviation Policy and Plans provides deep technical analysis and collaborative leadership to the Administrator and other offices across FAA and DOT to support data-driven decision making and program execution. It is responsible for providing critical economic analysis, forecasting, corporate planning and performance management to improve FAA's effectiveness and support FAA's policy and regulatory initiatives. APO makes coordinated and well-informed policy decisions for crosscutting and novel civil aerospace issues using independent economic, quantitative and qualitative analysis. APO conducts benefit-cost and regulatory impact analyses to fulfill analytical requirements for regulatory actions and agency investments in aviation infrastructure. It also provides executive leadership for the FAA's Management Advisory Council, the Samya Rose Stumo National Air Grant Fellowship Program, as well as Federal Advisory Committees, as appropriate. APO manages FAA's response to requirements in the Administration's Executive Actions and Executive Orders and positions the FAA for the future by coordinating the Agency's multi-year reauthorization development efforts that include identifying, researching, and projecting emerging issues and trends impacting aviation safety.

International Affairs is responsible for formulating the FAA's international strategy and associated regional and global priorities; aligning FAA's international activities, programs, initiatives, and training to most effectively accomplish the strategic goals and initiatives of the FAA, DOT, and the United States government; leading agency efforts to drive international standards and recommended practices based on U.S. aviation positions and policies; and leading collaborative engagement and cooperation with international civil aviation authorities, air navigation service providers, international organizations, and aviation stakeholders embrace

innovation and improve aviation safety, efficiency, capacity worldwide.

Environment and Energy is responsible for developing, recommending, coordinating, and implementing national and international standards, policy and guidance, research and studies, and analytical capabilities on aviation environmental and energy matters in support of the FAA's mission. Leads improvement of FAA's environmental review processes, procedures, and associated analytical tools, as well as provides support to LOBs in interpreting and applying FAA's agency-wide environmental review procedures. Provides international leadership on aviation environmental matters, including through the ICAO Committee on Aviation Environmental Protection (CAEP) to accomplish the strategic goals and initiatives of the FAA, DOT, and the United States government.

National Engagement and Regional Administration is responsible for conducting outreach and national engagement to Congressional officials, federal, state, local and tribal governments, Industry stakeholders and operators, airports, military, civic organizations, as well as horizontal integration with lines of business and staff offices across the Agency. In addition, the office provides a national strategy and oversight for the Agency's Science, Technology, Engineering, and Math Aviation and Space Education program (STEM AVSED). In addition, it is responsible for the administration of regional offices and coordinates with building facility managers of the Agency's administrative buildings. Regional Administrators oversee regional emergency operations and integration services to ensure that appropriate communication and coordination occurs in critical crisis response incidents related to U.S. National Airspace System continuity.

APL will continue to achieve the goals of the Administration and the Department in connection with various domestic and international initiatives, while maximizing outcomes through the leveraging of partnerships, technology, and expertise.

FY 2026 Anticipated Accomplishments:

Aviation Policy and Plans

- Facilitate the implementation of a long-term FAA reauthorization bill, working across the Agency, with the Administration, and with Congress and stakeholders.
- Provide executive leadership for the FAA's Management Advisory Council (MAC), which provides the FAA with comprehensive advice from aviation stakeholders and experts to help us ensure the U.S. maintains the safest, most efficient aerospace system in the world.
- Coordinate Agency actions and activities in response to Administration priorities set forth in Executive Actions and Memoranda; capture related status updates, task close outs, and artifacts; oversee Agency-level dashboard and tracking mechanism to display performance metrics and capture relevant updates.
- Implement and manage the Samya Rose Stumo National Air Grant Fellowship Program by establishing multi-year cohorts of fellows to gain experience in aviation legislation and policy.
- Supports Agency efforts and requirements of Federal Advisory Committees, as appropriate.

- Provide timely cost-benefit and regulatory analyses to develop and implement critical safety rules, such as those to promote airport and operator Safety Management Systems and those required by the 2020 Aircraft Certification, Safety, and Accountability Act; to develop and implement economically enabling rules supporting future powered-lift operations, UAS beyond visual line of sight and advanced operations, and expanded commercial space operations;and, to coordinate timely review and approval of these analysis through the Office of the Secretary of Transportation and the Office of Management and Budget.
- Develop national and airport level activity forecasts, cost-benefit studies, issue analysis, economic impact studies, and stakeholder outreach, to facilitate national airspace planning.
- Improve FAA's effectiveness by leading streamlined and responsive corporate planning, performance, and risk management processes for the Agency.
- Conduct analysis and coordinate cross-FAA efforts regarding impacts to the FAA and the aviation industry, including economic, and pilot shortage recovery impacts.

International Affairs

- Influence the International Civil Aviation Organization, member States, and appropriate regional aviation organizations and industry to align global standards and recommended practices with U.S. best practices in aviation safety, operational efficiency and capacity, integration of commercial space transportation operations, and integration of new and innovative technologies.
- Achieve a safer, more efficient, seamless, and more secure global air transportation system through coordinated outreach, data and information sharing, and training on U.S. aviation innovative systems, procedures, concepts, and safety/security risk-based decision making.
- Manage international agreements and arrangements to support FAA and United States research, collaboration, and technical assistance with States and key international organizations to advance global aviation safety, efficiency, airspace safety/security, capacity, and adoption of innovative new technologies, systems, and concepts.
- 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.
- Take an enterprise-level, data-informed approach to maximize FAA global impact to promote a positive aviation safety culture globally and with key partners, especially where U.S. stakeholders are impacted; improve the efficiency and interoperability of air navigation services outside U.S. controlled airspace through regional air traffic flow management programs; facilitate the acceptance of U.S. aerospace products in foreign markets through collaboration between regulators; ensure close coordination of airspace restrictions during commercial space launches; and lead efforts to modernize State, regional and global air traffic management systems based on U.S. expertise and priorities.

Environment and Energy

- Review and update environmental policies, as needed, based on direction, research outcomes, technology development, and stakeholder engagement with a particular focus on emissions

and noise.
- Support standard setting and certification, including the development and/or updating of processes, procedures, and data for noise and emissions certification of subsonic aircraft, UAS, advanced air mobility vehicles, and supersonic aircraft.
- Provide international leadership on aviation environmental matters, including through the ICAO Committee on Aviation Environmental Protection (CAEP).
- Lead U.S. efforts with the ICAO Committee on Aviation Environmental Protection (CAEP) on aviation fuel matters, with support from relevant U.S. government lead agencies, to enable rural economic development and support domestic energy security.
- Continue to improve environmental review processes and update the FAA's National Environmental Policy Act implementing Order 1050.1, associated analytical tools and references, as necessary (e.g., to reflect regulatory changes and new entrants) to reflect direction from CEQ. Provides support to LOBs in interpreting and applying FAA's agency-wide environmental review procedures as well as providing project-level support for complex or novel aspects of the environmental review process.
- Serve as FAA's National Tribal Consultation Official and Federal Preservation Officer, and lead FAA tribal and preservation coordination.
- Lead FAA implementation of the National Park Air Tour Management Act of 2000.

National Engagement and Regional Administration
- Enhance aviation safety by increasing awareness and outreach for FAA's high priority safety initiatives.
- Enhance community engagement techniques to support FAA initiatives, including those focused on aviation noise concerns associated with aircraft and airspace procedures with communities throughout the U.S.
- Provide necessary resource increases to support enhanced engagement with the public regarding processing aircraft noise complaints and feedback.
- 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.
- Support emergency preparedness and continuity of operations.
- Provide program management assistance and coordination activities to support the prioritization and implementation of Northeast Corridor initiatives that reduce delays and improve schedule reliability.
- Provide necessary resources increases to the Science, Technology, Engineering, and Math (STEM) Aviation and Space Education (AVSED) program to fully support the FAA's commitment to the creation of a consistent pipeline of future aerospace industry professionals.

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

APL is the Agency lead for Aviation Policy, International Aviation, National Engagement, and Environmental issues. Specifically, APL coordinates the Agency's reauthorization before Congress and is responsible for national aviation policies and strategies including aviation activity forecasts, regulatory analysis and rulemaking support, a variety of economic analyses, aircraft noise and emissions analyses and mitigation, and environmental policy.

In addition, the Regional Administrators serve as the senior representatives for the FAA Administrator in communicating with local, state and Federal agencies, the aviation industry (from manufacturing to air carriers), and community organizations. APL works closely with other Federal agencies on national and international positions and engagements, environmental and energy issues, as well as with industry partners, other civil aviation authorities, academia, non-governmental organizations, and community representatives to drive U.S. priorities and best practices as the foundation for adopted global standards and recommended practices.

As a trusted and respected global leader in aviation, the FAA must engage internationally to influence improved global aviation standards and enhance overall aviation safety, efficiency, capacity, and innovation for the benefit of U.S. operators, stakeholders, and traveling public. APL is responsible for improving environmental performance and addressing energy and sustainability needs, and for developing broad based approaches and coordinating Agency responses to limit and reduce future aviation environmental impacts.

APL operates the Cornerstone Regional Operations Center that serves as a 24-hour-a-day/7 days-a-week communication hub that provides voice and data dissemination necessary to direct management of the national airspace. Regional Administrators coordinate communication responses related to aircraft accidents, emergencies, missing aircraft, hijacking, security threats, facility and system outages, airport closures, earthquakes/natural disasters and public information requests and complaints.

Currently, the United States is experiencing severe workforce shortages in critical aviation and aerospace careers, which has an impact on national and global economies. The FAA is working to avert future workforce crises through early student outreach to populations of students that do not normally have access to FAA resources.

Staff Offices
($000)

	Dollars (in Thousands)	FTP	FTE
FY 2025 Full Year CR After Base Transfers	**$326,372**	**1,226**	**1,275**
Adjustments to Base	**$724**	-	-
Annualization of FY 2025 Pay Raise 2.0%	1,315	-	-
Working Capital Fund	(591)	-	-
Discretionary Adjustments	**$664**	**6**	**3**
Controller Hiring and Training	664	6	3
Base Transfers	**$1,076**	**5**	**3**
Office of Audit and Evaluation	454	5	3
Chief Counsel	622	-	-
FY 2026 Request	**$328,836**	**1,237**	**1,281**

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

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 $670,000,000 is for personnel and related expenses and shall remain available until September 30, 2027, $3,330,000,000 shall remain available until September 30, 2028: 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 2027 through 2031, 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.

Note.—This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119–4).

EXHIBIT III-1

FACILITIES and EQUIPMENT
SUMMARY BY PROGRAM ACTIVITY
Appropriations, Obligations Limitations, and Exempt Obligations
($000)

	FY 2024 ENACTED	FY 2025 FULL YEAR CR	FY 2026 REQUEST
Engineering, Development, Test and Evaluation	$ 129,428	$ 153,600	$ 158,800
Air Traffic Control Facilities and Equipment	$ 1,957,633	$ 1,933,711	$ 2,792,500
Non-Air Traffic Control Facilities and Equipment	$ 215,200	$ 165,600	$ 154,800
Facilities and Equipment Mission Support	$ 254,250	$ 288,600	$ 223,900
Personnel and Related Expenses	$ 634,739	$ 634,739	$ 670,000
TOTAL, Base appropriations	**$ 3,191,250**	**$ 3,176,250**	**$ 4,000,000**
FTEs			
Direct Funded	2,641	2,641	2,666
Reimbursable, allocated, other	51	51	51
IIJA Supplemental (Division J)			
Facilities & Equipment	800,000	800,000	800,000
Admin	200,000	200,000	200,000
TOTAL, Base	**$1,000,000**	**$1,000,000**	**$1,000,000**
FTEs			
Direct Funded	316	316	316
TOTAL	**$ 4,191,250**	**$ 4,176,250**	**$ 5,000,000**

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 address the growing backlog of sustainment projects and to improve air traffic control and airway facility services, including transformation of FAA's antiquated copper-based communications network to an Internet Protocol-based fiberoptic system as well as a multi-year, multi-billion-dollar radar replacement program. Modernizing FAA's communications and radar networks allows FAA to keep pace with the growing demands of the aviation economy while also improving safety at airports nationwide.

In 2024, the agency achieved 98.9% 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.

EXHIBIT III-1a

FACILITIES and EQUIPMENT
SUMMARY ANALYSIS OF CHANGE FROM FY 2025 TO FY 2026
Appropriations, Obligations Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2025 FULL YEAR CR	**$3,176,250**	**2,641**
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 Raise	2,827	0
Other Ajustments to Base	23,551	0
SUBTOTAL, ADJUSTMENTS TO BASE	**26,378**	**0**
PROGRAM REDUCTIONS		
Non-Air Traffic Control Facilities and Equipment	-10,800	0
Facilities and Equipment Mission Support	-64,700	0
SUBTOTAL, PROGRAM REDUCTIONS	**-75,500**	**0**
PROGRAM INCREASES:		
Engineering, Development, Test and Evaluation	5,200	
Air Traffic Control Facilities and Equipment	858,789	
Personnel and Related Expenses	8,883	25
SUBTOTAL, PROGRAM INCREASES	**872,872**	**25**
FY 2026 REQUEST	**4,000,000**	**2,666**
IIJA Supplemental Appropriations	**1,000,000**	**316**
TOTAL	**5,000,000**	**2,982**

Facilities and Equipment (F&E) Index

**Includes Project LIFT Investment*

Executive Summary – Facilities and Equipment (F&E)

The FY 2026 budget request funds the Facilities and Equipment (F&E) account at **$4.0 billion**, an $823.8 million increase above the FY 2025 Full Year Continuing Resolution. As part of the President's bold vision to build a new air traffic control system, the F&E budget prioritizes two key initiatives: the transformation of our telecommunications infrastructure and the phased replacement of aging radar systems. While these projects are significant in scope, they are part of a broader portfolio of critical investments designed to address future challenges. All efforts will be driven by a shared commitment to innovation, operational efficiency, and long-term improvement.

Project LIFT

The FAA will invest just over **$1.0 billion** in FY 2026 to accelerate the transition from antiquated, copper wire communications infrastructure to a modern fiber optic network, upgrading from **Time Division Multiplexing (TDM) to modern Internet Processor (IP)-based** communications. To support this transition efficiently, the FAA launched **Project LIFT, Legacy Infrastructure to Future Technologies** - a strategic initiative focused on capital investments that will accelerate the modernization of FAA's telecommunications infrastructure. This effort initiates the acquisition and deployment of voice switches and IP radios, which are critical to fully leveraging the capabilities of the new IP infrastructure. By aligning these investments under a cohesive program, Project LIFT ensures a seamless and future-ready transformation that supports enhanced performance, scalability, and long-term operational efficiency.

Project LIFT encompasses the following programs:

Activity/Component	Funding ($000)
FAA Telecommunications Infrastructure: TDM-IP	428,000
Terminal and EnRoute Voice Switch and Recorder Portfolio	345,000
Next Generation Very High Frequency Air/Ground Communication (NEXCOM)	207,000
ADS-B: TDM-IP	48,000
Project LIFT Total	**$ 1,028,000**

Radar Replacement

The F&E request includes **$450.0 million** as a downpayment to initiate the new **Radar Replacement** program to replace FAA's legacy cooperative and non-cooperative radar systems that are beyond the intended lifespan. Modernizing these core surveillance capabilities will improve situational awareness, operational resilience, and facilitate the integration of emerging technologies, such as drones and advanced air mobility. The FAA's approach will focus on innovation, cost-effectiveness, and modularity, providing a flexible, future-ready solution to meet the evolving demands of airspace management.

NAS Facility Infrastructure Sustainment

The FAA will leverage **$1.0 billion** in the final year of **Infrastructure Investment and Jobs Act (IIJA)** funding to improve the condition of air traffic control enroute radar facilities and centers. Of this amount, $205.1 million will be for replacement activities; $594.9 million will be for sustainment of power systems, environmental compliance, hazardous material management, facility security risk management, energy management and compliance, real property disposition, unstaffed infrastructure sustainment, landing and lighting, ARTCC & CCF Building Improvements, Long Range Radar Facilities Improvements, ATCT/TRACON Facilities-Improve, OSHA, Fuel Storage Tank Replacement & Management, Mobile Assets Management Program, Enterprise Facilities Sustainment and $200.0 million for pay, compensation, benefits and training. Details are provided in the IIJA Spend Plan included in the FAA budget.

Info Centric National Airspace Systems

The FAA's Info-Centric National Airspace System (NAS) is an approach to managing and operating the National Airspace System with a focus on information-centric technologies and strategies. This involves leveraging advanced information systems, data sharing, and integration capabilities to enhance the efficiency, safety, and reliability of air traffic management. In FY 2026, the FAA will transition NextGen programs to Info-Centric NAS and continue evolving and modernizing air traffic control systems reaching their full potential while ensuring cost-efficiency, clear timelines, and effective use of taxpayer dollars.

The F&E Account

The F&E budget continues to be structured around five activities that ensure the efficient functioning, maintenance, and development of the FAA's infrastructure and technological capabilities.

1. **Engineering, Development, Test, and Evaluation**: This activity focuses on research, engineering, testing, and evaluation of new technologies, systems, and innovations with information-centric technologies and strategies that will improve the National Airspace System (NAS) and other FAA operations.

2. **Air Traffic Control Facilities and Equipment**: This covers the installation, upgrade, and maintenance of air traffic control infrastructure, such as radar systems, communication systems, and other equipment that ensures safe and efficient air traffic management.

3. **Non-Air Traffic Control Facilities and Equipment**: This includes infrastructure and equipment for facilities that support FAA operations, but are not directly related to air traffic control, such as administrative buildings, training centers, and support systems.

4. **Facilities and Equipment Mission Support**: This encompasses the services and support needed to maintain and operate. It includes logistics, maintenance, and other support

activities to ensure the functionality and readiness of FAA systems and infrastructure.

5. **Personnel and Related Expenses**: This includes funding for the personnel required to operate, maintain, and support the various systems and infrastructure covered under the F&E account, including salaries, benefits, and related costs.

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 information-centric technologies and strategies that will improve the National Airspace System (NAS) and other FAA operations.

For Activity 1, the budget requests $158.8 million to sustain the laboratories and facility infrastructure at the William J. Hughes Technical Center and for innovative technologies. This represents an increase of $5.2 million over the FY 2025 level.

Detail Justification For - 1A01 Advanced Technology Development and Prototyping

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A01: Advanced Technology Development and Prototyping	$32,718	$23,700	$32,500

What is this program and why is it important?

FAA's **Advanced Technology Development and Prototyping** program focuses on researching, developing and testing technologies and systems that can improve safe, efficiency, and capacity of the National Airspace System (NAS). It serves as a bridge between early research and full operational use by turning promising ideas into working prototypes. These efforts often involve simulations, field tests, and close collaboration with industry and other stakeholders.

In FY 2026, the FAA will continue to support the evolving air traffic system architecture and improvements in airport safety and capacity. Major components within this program include:

The **Runway Incursion Reduction Program** objective is to discover and research innovative technologies that will detect the presence of a high-speed object in the Runway Safety Area and deliver a visual directive cue to the individual who can take corrective action.
The activities include completing an annual technical and operational test report for an advanced ground surveillance sensor, removing and restoring the Runway Incursion Prevention Situational Awareness System, documenting Human Factors testing results for surface-based runway incursion indications, and developing a proof-of-concept integrating cooperative surveillance with speech recognition and advanced sensor technologies.

The **System Capacity, Planning, and Improvements** program provides a collaborative means for experts from the FAA, academia, and industry to develop recommendations for improving system capacity and efficiency and for ways to reduce delays at specific airports. Using performance-based measurement systems and operations research capabilities, this group can quantify the efficiency of the National Airspace System and form recommendations for system improvements.

The **Major Airspace Redesign initiative** will review, redesign, and restructure airspace. The FAA prioritizes candidate airspace redesign projects to determine which projects provide the most benefits and develop criteria for assessing that project's system-wide impact. Redesign projects have taken on increased emphasis at both the national and regional levels to ensure that FAA is able to manage effectively the projected growth in demand, increased complexity, new entrants, and changing infrastructure needs at FAA facilities and airports.

The **Visual, Analytics, and Dashboards for Efficiency Reporting (VADER)** program automates delay data collection and reporting, reducing manual entry and improving accuracy. It helps the FAA, and the aviation community analyze delays by flight phase and standardize performance metrics to enhance air traffic operations.

The **Strategy and Evaluation** program develops and maintains mathematical models of the NAS to support FAA decision-making on investment, priorities, and performance under vaious operational conditions. These models are used for analyzing air traffic managment concepts, airport improvements, demand changes, and new technologies. Funds will enhance these models to better estimate the potiencial benefits of new NAS concepts.

The **Dynamic Capital Planning** tools validate that disciplined management of capital programs continues to be carried out and major acquisition programs remain on schedule and within cost. The Oracle Business Intelligence Wide Accounting Network provides a means for the FAA community to obtain the necessary accounting and contract information for reporting and analysis by the budgetary, financial, accounting, and acquisition communities. The Strategic Planning Implementation Reporting and Evaluation tool provides for the management and control of acquisition baselines and execution plans. This tool also supports the requirements collection for the formulation 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 National Airspace System 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 the National Airspace System. 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** function 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. This includes providing resource and business management services, offering acquisition and programmatic expertise, generating recommendations to mitigate risks and seize opportunities, and delivering technical services such as Safety, Information Security, and Risk Management. The program will develop and provide engineering analysis and documentation to support these areas within the Program Management Organization.

Detail Justification For - 1A02 William J. Hughes Technical Center for Advanced Aerospace Laboratory Sustainment

($000)

Activity/Component	FY 2025 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A02: William J. Hughes Technical Laboratory Sustainment	$16,055	$18,400	$19,900

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

William J. Hughes Technical Laboratory Sustainment in Atlantic City, New Jersey sustains the William J. Hughes Technical Center (WJHTC) Laboratories. This centralized set of laboratories supports the Acquisition Management System lifecycle of projects from concept and requirements definition through the determination to implement those systems in the national airspace system.

The laboratory will provide services to sustain laboratory operations, including infrastructure engineering, technical support, test and simulation services, and maintenance. It covers hardware/software licenses and maintenance agreements and includes a long-term laboratory Master Plan to improve efficiency and flexibility, Additionally, it supports lifecycle replacement of laboratory equipment, land leases for radar sites, and miscellaneous supplies. The program also funds ongoing infrastructure improvements for the FAA's 210,000 square feet of laboratory space.

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

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A03: William J. Hughes Technical Center Infrastructure Sustainment	$9,500	$39,000	$23,000

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

The **William J. Hughes Technical Center (WJHTC) Infrastructure Sustainment** program provides resources for the planning, design, and implementation of lifecycle sustainment, replacement, and modernization activities. The program funding is utilized to manage and sustain essential site utilities, FAA buildings, assets, and infrastructure systems (power, water, sewer, roadways) across a more than 5,000 acre campus. The WJHTC campus and infrastructure are critical to the operations of the AS, FAA laboratories, numerous FAA lines of business, and other Federal agencies residing on Technical Center grounds.

For FY 2026, the WJHTC Infrastructure Sustainment Program will execute vital Mechanical, Electrical, Civil, and Structural Engineering activities throughout the WJHTC campus. Activities will address sustainment and replacement of systems and assets that have exceeded their useful lifecycle or are at risk of failure.

Detail Justification For - 1A04: Separation Management Portfolio

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A04: Separation Management Portfolio	$13,680	$11,000	$13,800

What is this program and why is it important?

The **Separation Management Portfolio** evaluates concepts and capabilities that enhance aircraft separation assurance through the use of ground-based automation and aircraft enhancements. The improvements identified under this portfolio will enable more arrival and departure aircraft operations. Enhancements will provide controllers with tools and procedures to manage aircraft in a mixed environment of varying navigation equipment and wake generation and encounter capabilities. Separation management in the National Airspace System can be accomplished procedurally and/or by using automation support. Activities under this portfolio include evaluating micro-services and cloud technologies for hosting separation management applications, conducting analyses on closely spaced parallel runway operations, and reduce risks pursuant to commercial space launch and reentry operations.

Through this request, procedures, orders and automation support capabilities will be enhanced, thus improving safety, increasing operational efficiency, and expanding current capabilities throughout the National Airspace System.

Detail Justification For - 1A05: Traffic Flow Management (TFM) Portfolio

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A05: Traffic Flow Management (TFM) Portfolio	$9,500	$9,000	$9,000

What is this program and why is it important?

This **Traffic Flow Management (TFM) Portfolio** helps FAA traffic managers and flight planners use advanced tools to make informed daily decisions about flight routes and airspace use. By improving how weather, airspace limits, and airport capacity are managed, TFM aims to reduce delays, improved flight efficiency, and enhance the travel experience. It also boosts coordination between users and the FAA to better plan and adjust flight paths in real time.

Detail Justification For - 1A06: On Demand National Airspace System Information Portfolio

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A06: On Demand National Airspace System Information Portfolio	$8,075	$8,000	$10,000

What is this program and why is it important?

Operating in the NAS environment, the **On Demand National Airspace System Information portfolio** conducts pre-implementation work to reduce risk in supporting the efficient and secure exchange of information within the FAA as well as between the FAA and other national airspace system users. This portfolio provides flight planners, air navigation service staff, and flight crews with reliable information on changes in conditions throughout the National Airspace System. This portfolio examines concepts and matures capabilities through validation activities, demonstrations conducted with stakeholders, and human systems engineering.

This portfolio will improve efficiency, minimize delays, and will provide benefits to the American public in the areas of safety, capacity and efficiency, and cost avoidance. These projects enhance common information exchange and collaboration between all NAS users and enable more efficient decision making. Accelerated recovery following system outages accompanied by systemic reduction in delays allow for continuous, efficient use of available airspace capacity.

Detail Justification For - 1A07: NAS Infrastructure Portfolio

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A07: NAS Infrastructure Portfolio	$11,400	$10,500	$17,100

What is this program and why is it important?

The **NAS Infrastructure portfolio** enhances and improves data communications, air traffic management, and weather management, which facilitates better decision-making among NAS users. It focuses on reducing aviation risks through pre-implementation activities related to weather and engineering, supporting infrastructure transformation and enhancement for both current and future programs. Work in this portfolio supports weather forecast improvements, navigation engineering, new air traffic management requirements, and NAS Information Management requirements.

This work improves capacity, efficiency, and safety through its cross-cutting development programs. Improved weather forecast timeliness and accuracy will optimize the usage of available airspace. New Air Traffic Management Requirements will expand airspace capacity through decision support tools that leverage advanced technologies like Artificial Intelligence and Unmanned Aircraft Systems. Information Management efforts will further enhance these benefits by streamlining data sharing and analysis across the NAS, reducing costs, and supporting modernization efforts. Navigation Engineering will leverage new and existing technologies to address complex navigation shortfalls at low altitudes. The NAS Infrastructure Portfolio can deliver substantial economic and societal benefits by advancing the efficiency, capacity, and safety of the NAS. By enhancing data communications, air traffic management, navigation technologies, and weather management, the portfolio supports informed decision-making and risk reduction in aviation operations.

Detail Justification For - 1A08: Support Portfolio

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A08: Support Portfolio	$4,750	$8,000	$7,000

What is this program and why is it important?

The **Support Portfolio** provides critical services and infrastructure to support technical operations, engineering, program management, and the upkeep at the Integration and Evaluation Capability Laboratory (IEC) and the Florida Test Bed (FTB). The portfolio also enables advanced safety analysis, data integration, and collaborative tools that help FAA and industry partners make informed decisions and manage aviation risks effectively.

The NIEC is an integration and evaluation facility located at the William J. Hughes Technical Center. This laboratory provides a controlled environment for developing and testing new air traffic concepts. Using Human-in-the-Loop simulations, where real users like air traffic controllers participate, helps evaluate feasibility, human performance, usability, workload impact, and safety before full-scale implementation.

The FTB laboratory, located at the Daytona Beach International Airport, focuses on early-stage testing of information-centric NAS concepts. It supports the remote collaboration with FAA and industry partners and plays a key role in advancing the FAA's Automation Evolution Strategy by enabling integration and demonstration of new concepts and technologies.

Detail Justification For - 1A09: Unmanned Aircraft Systems

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A09: Unmanned Aircraft Systems	$13,300	$18,000	$16,000

What is this program and why is it important?

The **Unmanned Aircraft Systems** portfolio supports safe integration of Unmanned Aircraft Systems (UAS) operations and other emerging aviation technologies into the NAS without disrupting traditional aircraft operations. The program works closely with industry through public-private partnerships to test and develop new and emerging technologies at sites like the Center for Advanced Aviation Technologies (CAAT), established under the 2024 FAA Reauthorization Act. It focuses on enabling UAS access by developing infrastructure, defining operational requirements, and validating new concepts.

A key part of this work includes the development of the Flight Information Management System (FIMS), which will support the growing number of low-altitude UAS operations by enabling information exchange between industry–provided UAS Traffic Management (UTM) services and the FAA, rather than direct control by traditional air traffic systems.

The portfolio also supports planning for Urban Air Mobility (UAM). While the increase in urbanization over the recent past has led to increasing transportation congestion and environmental stress, it also offers an opportunity to explore solutions to transportation related problems in the national airspace. The aviation industry is exploring the feasibility of manned and unmanned aerial cargo and air passenger vehicles such as air taxis and air ambulances under the Urban Air Mobility concept.

Urban Air Mobility requires innovative traffic management techniques and tools where traditional air traffic management and separation services provided by the FAA may not be adequate. The program will also examine procedures, and airspace design, rules, and policies to determine an optimal approach to accommodate the inclusion of UAM traffic in urban airspaces. This project will also explore the safe integration of UAM operations into the national airspace, which may need to operate within both UAS Traffic Management and Air Traffic Management environments. Innovate28 includes the development of an ecosystem of technologies, systems, processes, and organizational structures that will help enable AAM operations in a sustainable and repeatable manner. The Innovate28 project is looking to integrate UAM operations at a key site. UAM also includes efforts associated with Airborne Collision Avoidance System-Rotorcraft (ACAS Xr) for aerial cargo and air passenger vehicles.

These UAS projects play a critical role in enabling UAS operations in the national airspace without affecting manned aircraft operations, without creating disruptions or delays, and ensuring national airspace operations will continue to be safe.

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

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
1A10: Enterprise, Concept Development, Human Factors, and Demonstrations Portfolio	$10,450	$8,000	$10,500

What is this program and why is it important?

The **Enterprise Concept Development, Human Factors, and Stakeholder Demonstration Portfolio** conducts enterprise level activities, including the development of concepts across the NAS, human factors analysis of the future operational environment, and demonstrations of proposed system improvements to ensure operational feasibility and viability.

These early development efforts will lead to improvements that provide air traffic controllers with new and/or improved tools and procedures to manage air traffic. As an example, the Urban Air Mobility program held a series of FAA, National Atmospheric and Space Administration, and Industry collaborative forums to validate key assumptions regarding incorporating Unmanned Aircraft System operations into the National Airspace System. The outcome of these activities will demonstrate the practical application of proposed system improvements and validate 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 paying particular attention to human factors considerations and conduct stakeholder demonstrations to collaborate with users, operators, and other partners on emerging technologies and National Airspace System wide concepts to prepare for air traffic operations in 2035 and beyond.

Activity 2 - Air Traffic Control Facilities and Equipment

For Activity 2, the budget requests $2.8 billion for sustainment and modernization of air traffic control facilities, systems, and equipment, and to support infrastructure upgrades, system replacements, and technology refresh at manned and unmanned facilities. This request is an increase of $858.8 million above the FY 2025 level. Activity 2 supports two new programs: **Project LIFT** and **Radar Replacement**.

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, navigation and landing aids, surveillance equipment and facilities, automation systems, and communications systems and equipment.

The FY 2026 F&E budget includes a few changes to better align programs with the right Activity portfolios. The Aeronautical Information Management (AIM) Program is now under Activity 2E, Other ATC Facilities Program, from Activity 4, Facilities and Equipment Mission Support. Activity 2 also includes three new budget line items: Radar Replacement, Voice Switch Replacement, and Don Young Alaska Safety Initiative.

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

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A01: En Route Automation Modernization (ERAM) - System Enhancements and Tech Refresh	$80,000	$67,000	$42,000

What is this program and why is it important?

En Route Automation Modernization (ERAM) is the automation system used in 20 Air Route Traffic Control Centers. It displays all aircraft positions in En Route Sectors, providing the main tools used by air traffic controllers to maintain the safe and efficient separation of aircraft in the En Route environment.

The Portfolio includes the **ERAM Sustainment 4** program that identifies specific equipment obsolescence, information systems security, sustainment, and capacity needs during Investment Analysis and exploit equipment replacement opportunities utilizing modern system architecture technology to optimize life cycle costs.

The Portfolio also includes the **ERAM Operating System Upgrade**, which is reaching its end of life in June 2028 requiring security and bug fixes to remain compliant with security mandates. The program will upgrade the operating system and also focus on software development, systems engineering, and program support.

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

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A02: Next Generation Weather Radar (NEXRAD)	$3,000	$3,000	$3,000

What is this program and why is it important?

The **Next Generation Weather Radar (NEXRAD) i**s a long-range weather radar used across FAA facilities to detect and display hazardous and routine weather. Jointly managed by the Department, Defense, and Commerce—with the National Weather Service as lead—it includes 159 systems, 12 of which are FAA-owned. Originally installed between 1990–1996, NEXRAD has exceeded its 20-year service life and now requires major sustainment.

The **NEXRAD Sustainment 2** program will support the National Weather Service's sustainment efforts. The FAA funding share for NEXRAD Program Improvement and Technology Refresh is an annual requirement as established in the Memorandum of Agreement among the three agencies.

Detail Justification For - 2A03: Air/Ground Communication Infrastructure

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A03: Air/Ground Communication Infrastructure	$5,700	$7,000	$8,200

What is this program and why is it important?

The **Air-to-Ground Communications Infrastructure** programs enhance operational efficiency and effectiveness by replacing aging radio equipment, providing new, relocated, or upgraded remote communications facilities, and providing equipment and support to detect and resolve radio frequency interference with FAA communications. The following programs fall under this BLI:

The **Communications Facilities Sustainment** program invests in 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 Sustainment** program replaces obsolete radio signaling and control equipment, which controllers use to select a remote radio channel enabling them to talk to pilots. In FY 2026, it will maintain existing units in the NAS organically maintained by Oklahoma City, supporting construction and verification of Radio Control Equipment test beds, and redesign and procure modules replacing obsolete parts to provide longer-term support for operational Control Site Radio Control Equipment systems.

Detail Justification For - 2A04: Oceanic Automation System

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A04: Oceanic Automation System	$6,550	$10,500	$21,900

What is this program and why is it important?

From 2005 to 2007, the FAA's Advanced Technologies and Oceanic Procedures (ATOP) program replaced outdated oceanic air traffic control system, updated procedures, and modernized the Oakland, New York, and Anchorage Air Route Traffic Control Centers, integrating flight and surveillance data for safer and more efficient operations over oceanic airspace.

Under the **Oceanic Automation System**, the current sustainment effort for Advanced Technologies & Oceanic Procedures (ATOP) Sustainment 3 (S3) Phase 1**,** focuses on updating aging hardware and software by updating systems to support emerging technologies and meet FAA mandates. In FY 2026, the program will focus on replacing the outdated Graphical User Interface toolkit to allow future upgrades, modernizing data sharing through the Flight Information Exchange Model (FIXM), and supporting the processing and dissemination of oceanic flight information by deploying Surveillance Interface Modernization to eliminate serial radar interfaces.

Detail Justification For - 2A05: Next Generation Very High Frequency Air/Ground Communication (NEXCOM)

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A05: Next Generation Very High Frequency Air/Ground Communication (NEXCOM)	$64,000	$115,700	$207,000

What is this program and why is it important?

The **Next Generation Very High Frequency Air/Ground Communication (NEXCOM)** program encompasses the existing Very High Frequency (VHF), which is beyond its estimated lifecycle and lacks analog controller-to-pilot communications system and flexibility to accommodate growth in air traffic and air/ground communication frequency assignments. Air-to-ground communication is a critical and essential component of the air traffic control system, supporting all phases of flight across En Route, Terminal, and Flight Service operations. The program is a component of **Project LIFT,** a multi-year strategic initiative that will accelerate the modernization of FAA's telecommunications infrastructure.

In FY 2026, **NEXCOM Phase 2** will deploy 2,500 new Terminal Air Traffic Control Radios at 115 terminal and flight services facilities, purchase VHF and Ultra High Frequency (UHF) radios, procure emergency transceivers, and fund related implementation and support activities. The FAA plans to deploy 35,000 VHF and UHF radios to allow direct voice communication with pilots.

In FY 2026, **NEXCOM Phase 3** will replace and modernize the aging and obsolete national airspace system air-to-ground NEXCOM Version 1 (V1) analog-only radios with new Version 3 (V3) VHF and UHF radios at a portion of enroute facilities and facilities that have V1 radios after following NEXCOM Phase 2.

These investments will increase the safety of the national airspace system benefiting commercial airlines, general aviation and the flying public as well as reducing costs to taxpayers

Detail Justification For - 2A06: System-Wide Information Management

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A06: System-Wide Information Management	$66,500	$800	$4,600

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. The **SWIM Segment 2C** which provides users with consistent access to data 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.

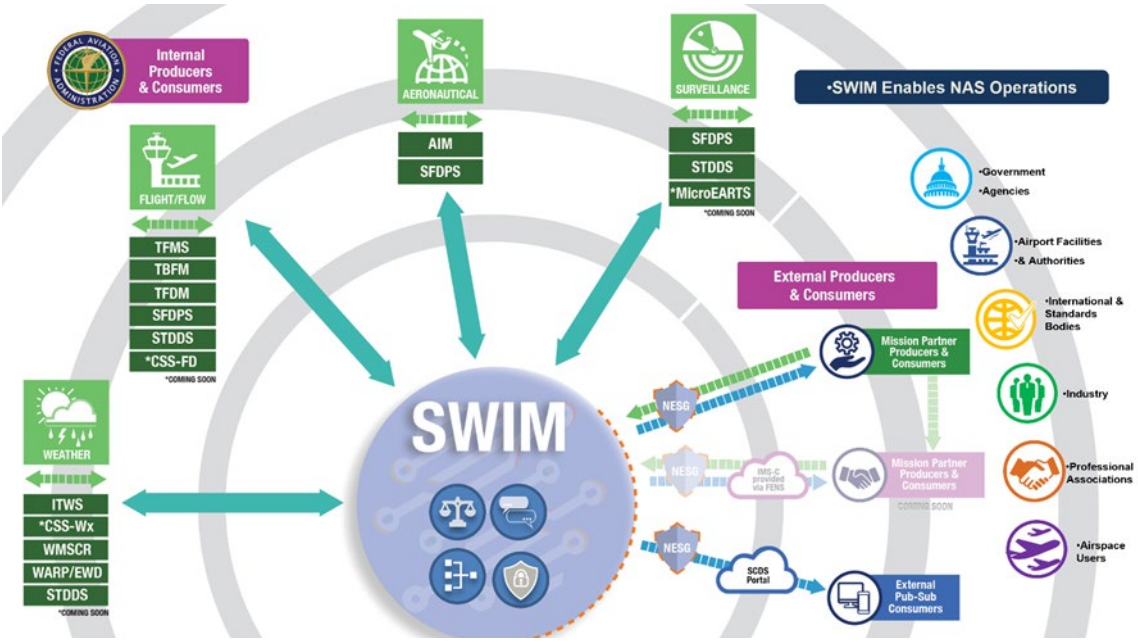

Figure 1: This is a SWIM diagram depicting SWIM infrastructure and operation.

Detail Justification For - 2A07: ADS -B NAS Wide Implementation
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A07: ADS -B NAS Wide Implementation	$138,400	$293,500	$269,800

What is this program and why is it important?

The **ADS-B NAS Wide Implementation** is an advanced mission critical surveillance technology that provides highly accurate information by using an aircraft's broadcasted position, instead of position information from traditional radar. This technology reduces delays and enhances safety in the NAS.

The Gulf of America air traffic control program provides ADS-B surveillance data for aircraft in areas without radar coverage, using energy platforms to host surveillance, communications, and weather equipment. These platforms have a limited lifespan, influenced by economic and technical factors. When a platform shuts down, equipment is removed and relocated to address operational gaps. Program funding covers operations, maintenance, removal, refurbishment, and relocation of ADS-B, VHF communications, and weather facilities.

The ADS-B Baseline Services Future Segments (BSFS) Phase 2 will support the FAA's mission to meet growing air traffic service demands by utilizing ADS-B technology. It will replace the existing SBS contract with a single-source follow-on contract for continued services, applications, engineering, and implementation. The program will continue implementation, and sustainment of baseline applications, and services in the Caribbean with the Gulf of America helicopter operators and energy platform owners and in the other regions as required to support the NAS.

ADS-B Enhancement 1 will improve the ADS-B portfolio and subscription services by expanding coverage in areas with limited surveillance, including parts of Alaska. It will also use additional ADS-B Out parameters to monitor altitude compliance, with ERAM software updates to notify Air Traffic of altitude discrepancies. The program will finalize software development, begin testing, and address operational risks. Additionally, it will support NIST security requirements for SBS under Federal Information Processing Standards 199 "high security in the Caribbean and in the other regions as required to support the NAS.

ADS-B TDM to IP Implementation program falls under **Project LIFT** and will address the transition to Internet Protocol (IP) that is being driven by the telecommunications industry's discontinuance of legacy TDM technology. Project LIFT will accelerate the essential activities to support the transition from TDM to IP communications to avoid disruption in

ADS-B services when the planned decommissioning by commercial telecommunications service providers goes into effect.

Detail Justification For - 2A08: Air Traffic Management Implementation Portfolio ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A08: Air Traffic Management Implementation Portfolio	$30,000	$22,700	$26,600

What is this program and why is it important?

Under the **Air Traffic Management Implementation Portfolio** Traffic Managers use the Traffic Flow Management System (TFMS) to monitor air traffic and predict congestion, especially during events like bad weather that reduce airspace capacity. The system supports proactive planning to mitigate delays, missed connections, and fuel consumption. The Air Traffic Control System Command Center relies on TFMS to coordinate nationwide air traffic management efforts and keep flights moving efficiently. This investment's sustainment efforts includes; TFMS) Sustainment 3, Traffic Flow Management Infrastructure (TFM-I) Flow Management Data and Services (FMDS), and TFMS Sustainment 4.

The **TFMS Sustainment 3** will continue the targeted technology refresh with the purpose of extending the service life of aging TFMS hardware and software, while bridging toward the future Flow Management Data and Services (FMDS) concept. Efforts will support mitigation activities to stabilize the overburdened TFMS Core and cover program management and engineering efforts.

The **Traffic Flow Management Infrastructure (TFM-I) Flow Management Data and Services (FMDS)** will continue the FMDS Technical Evaluation and related support functions; these functions include program management, access costs for the cloud development environment, training, and test planning.

The FMDS program aims to deliver a modern, reliable system to support TFM in the NAS. FMDS will fully replace the aging TFMS, addressing its architectural and hardware limitations. It will incorporate modern software practices to improve maintainability, scalability, extensibility, and user experience.

The FMDS program aims to deliver a modern, reliable system to support TFM in the NAS. FMDS will replace the aging TFMS, addressing its architecture and hardware limitations. It will incorporate modern software best practices to improve maintainability, scalability, and extensibility to new functionality and experience.

The **TFMS Sustainment 4** is a stopgap measure which continues the sustainment activities of TFMS S3 until FMDS is fully operational and the TFMS system can be decommissioned. The S4 will purchase and install equipment at remote sites and any auxiliary application changes to keep

the remote sites fully functional. Hardware and software replacement will be targeted to the remote site equipment with the most critical need across the over 81 TFM-equipped Air Traffic Control facilities around the country including the Air Traffic Control System Command Center, Traffic Management Units at En Route Centers, Terminal Radar Approach Controls, Control Towers and Airline Operations Centers. The TFMS S4 activity will be dovetailed into the requirements for FMDS, so that there is no waste/short-term-use of FAA equipment and users can be easily transitioned to the replacement system.

The program will enable completion of an investment analysis package and related required documentation for the rapid start of this effort to facilitate quick replacement of End-of-Life/End-of-Service hardware.

Detail Justification For - 2A09: Time Based Flow Management Portfolio
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A09: Time Based Flow Management Portfolio	$30,000	$5,800	$19,900

What is this program and why is it important?

The **Time Based Flow Management (TBFM) Portfolio** capabilities maintain system efficiency by leveraging the time-based metering decision-support tools, a system that has already been deployed to Continental United States Air Route Traffic Control Centers, select Terminal Radar Approach Control facilities and Air Traffic Control Towers.

TBFM Sustainment 1 will replace existing end-of-life hardware and upgrade the TBFM Operating System to increase the reliability of the system and reduce operating costs. This will comply with security and maintainability requirements addressing the capability and availability shortfalls from the end-of-life hardware through the selection, testing, and deployment of new hardware increasing operational capacity and availability and addressing obsolescence of equipment.

TBFM Sustainment 2 will focus on migrating the TBFM system to a modern, layered architecture to accrue several benefits to include investment analysis activities and the development of system engineering artifacts in support of a newer architecture that uses an automated process which will provide services and operational capabilities more quickly to the users.

Detail Justification For - 2A10: Weather Processor
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A10: Weather Processor	$48,700	$29,800	$500

What is this program and why is it important?

The **Weather Processor** program is a modernization effort to consolidate and replace the FAA's aging, legacy weather processing systems with a unified advanced platform. Current aviation weather processing infrastructure and capabilities are inadequate and do not meet the real-time needs of air traffic management decision support tools and operational decision-makers. Legacy weather system infrastructure is limited and unable to ingest and process observation, forecast, and modeling data to create high quality weather products with a longer time horizon than currently available.

The Weather Processor (WP) program will replace legacy FAA weather systems with a common perform that uses FAA and National Oceanic and Atmospheric Administration data to produce advanced, aviation-specific weather products. These will support automation decision tools and be shared via the Common Support Services-Weather System.

Detail Justification For - 2A11: Airborne Collision Avoidance System X (ACASX)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A11: Airborne Collision Avoidance System X (ACASX)	$0	$1,700	$1,700

What is this program and why is it important?

The **Airborne Collision Avoidance System X (ACAS-X)** is a family of collision avoidance capabilities that support airspace requirements, new user classes, and to address Traffic Alert and Collision Avoidance System II Shortfalls. **ACAS-X Segment 2** supports the periodic software update, as well as textual updates to Radio Technical Commission for Aeronautics ACAS-X Minimum Operational Performance Standards to maintain the NAS' interoperability. The FAA will support vetting and implementation of critical safety updates to ACAS-X system standards based on performance standards and stakeholder feedback.

Detail Justification For - 2A12: Data Communications in Support of NextGen Air Transportation System

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A12: Data Communications in Support of NextGen Air Transportation System	$69,950	$30,000	$94,700

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 (ATC) clearances, instructions, traffic flow management, flight crew requests, and reports. Data Comm is critical to the success of National Air Space (NAS) modernization by providing communication infrastructure enhancements and is needed to bridge the gap between current voice-only air traffic control and the data-intensive operations.

Data Comm is comprised of automation enhancements for air traffic control message generation and exchange (hardware and software) and the communications data link between ground and airborne users. Current analog voice communications contribute to operational errors due to miscommunications, stolen clearances, and delayed messages due to frequency congestion. In FY 2004 and FY 2005, approximately 20 percent of En Route operational errors were voice communication related, and 30 percent of the high severity En Route operational errors were deemed communications related. Data Comm significantly reduces communications related operational errors and improves the safety of air travel.

The **Data Communications - Segment 1 Phase 2 Full Services** will continue deploying Full Services enabling testing, implementation, and training at additional Continental United States Air Route Traffic Control Centers. The funding will provide En Route Automation modernization (ERAM) support for testing and training to address software issues. In addition, current funding supports program management, program control, systems engineering, implementation, test, training, operations management, and contract management activities.

Data Communications Network Service (DCNS) Future will 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 operation and maintenance, monitoring and control, network engineering and security, and service certification capabilities. This Data Comm Network Service supports both Tower and En Route operations.

Detail Justification For - 2A13: Offshore Automation
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A13: Offshore Automation	$59,600	$30,000	$48,300

What is this program and why is it important?

FAA's **Offshore Automation** standardizes and modernizes air traffic control systems at non-continental U.S. facilities like Anchorage, Honolulu, Guam, and San Juan, to align them with the mainland's systems. It replaces outdated technology, improves reliability, and supports safer, more efficient airspace operations in remote regions.

The **Offshore Automation Phase I** program aims to standardize air traffic control automation platforms at four non-continental United States facilities, referred to as the offshore facilities which currently lack the modern En Route Automation Modernization (ERAM) and Standard Terminal Automation Replacement System (STARS) used in the continental U.S. The program will algin these offshore facilities with the Continental United States National Air Space standards, improve automation redundancy and resiliency, address lifecycle and maintenance challenges, and enhance workforce flexibility through greater system uniformity. Phase I focuses on replacing aging, unsupportable, systems, such as 40 year old Offshore Fight Data Processing System in Honolulu and legacy Flight Data Processing System at Anchorage, and will extend ERAM capabilities to Guam from Honolulu. This approach will eliminate two (2) outdated, one-off legacy systems and bring offshore facilities into strategic alignment with the broader National Airspace System.

For the Honolulu Control Facility, the FAA will provide deployment and site activation support, complete testing and evaluation, and deliver operational and technical training for air traffic personnel. The program will also be for the Anchorage Air Route Traffic Control Center, efforts include preparing infrastructure for training, completing software development for air traffic functions, continuing integration and testing, and beginning site activation and engineering services.

Detail Justification For - 2A14: Commercial Space Integration
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2A14: Commercial Space Integration	$1,000	$2,500	$1,000

What is this program and why is it important?

The **Commercial Space Integration** into the NAS will automate the FAA's ability to monitor and respond to launch and reentry operations in the airspace. Many of the planned commercial space missions will include new technologies such as reusable rockets, presenting an unprecedented level of complexity. The **Space Operations Portal (SpORT)** program is a modernization initiative to enhance Space operations resource management, a centralized integrated platform. It supports continued use and development of the current system, migration of legacy systems, deployment, security, and testing. The program promotes efficiency by integrating systems like LEAP, PERTI, and internal FAA platforms for a shared architecture reducing duplication and streamlining across external partners. Operationalizing the SpORT capabilities will increase operational efficiency during Pre-Mission planning, streamline artifacts and standardize data.

Detail Justification For - 2B01: Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B01: Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	$90,100	$133,661	$188,700

What is this program and why is it important?

The **Standard Terminal Automation Replacement System (STARS)** is used by Air Traffic Controllers to ensure the safe separation of both military and civilian aircraft within the nation's terminal airspace. It is a real-time digital processing and display system that replaced legacy air traffic control automation equipment at:

- 146 Federal Aviation Administration and 90 Department of Defense Terminal Radar Approach Control (TRACON) facilities, totaling 236
- 432 Federal Aviation Administration and 167 Department of Defense Air Traffic Control Tower facilities, totaling 599
- More than 100 systems installed and maintained at the STARS support sites that include Operational Support Facilities, William J. Hughes Technical Center, and the Federal Aviation Administration Academy.

The STARS sustainment programs provide engineering, development, and deployment activities that enable the FAA to replace key components of STARS that have reached their end of life and are no longer compatible with current commercial offerings. **STARS Sustainment 3** will continue to maintain system performance levels, respond to future security threats. **STARS Sustainment 4** will developed and procure activities to ensure continued compatibility and support for hardware and software, provide new Terminal Controller Workstations, modify remote tower communications, replace outdated and end of life components to maintain system performance and reliability. **STARS Sustainment 5** will conduct investment analysis and acquisition activities associated with the next STARS sustainment investment and addressing the Global Positioning System timing system to align with the Federal Aviation Administration Order 1170.68.

The **Terminal Precipitation on the Glass (TPoG)** will focus on enhancing the STARS by integrating improved precipitation depiction capabilities. It aims to provide air traffic controllers with more accurate and timely weather information, particularly concerning precipitation, to support safer and more efficient terminal operations. The **Terminal Precipitation on the Glass Phase 2 program** will provide a new source of precipitation information on the STARS console.

Principal activities will include implementing TPoG, establishing telecommunication services to STARS facilities, and preparing for key site deployments.

In FY 2026, the **STARS Evolution** program will target progression of STARS capabilities including development of Approach Runway Verification (ARV) enhancements. The ARV enhancements provide air traffic controllers alerts for multiple unsafe runway or airport conditions.

STARS is the principal tool used by Air Traffic Controllers in and around airport terminal facilities for controlling aircraft. STARS infrastructure will be expanded and sustained for increased traffic demands, new automation functions, and address communications issues between TRACONs and remote towers during telecommunications infrastructure replacement. The TPoG program will provide enhanced information to air traffic controllers increasing safety and efficiency of the NAS.

Detail Justification For - 2B02: Terminal Automation Program
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B02: Terminal Automation Program	$5,100	$6,400	$7,400

What is this program and why is it important?

The FAA's **Terminal Automation Program** ensures that critical systems in airport towers and terminal radar approach control facilities (TRACONs) are modernized and maintained to support safe, efficient air traffic operations. Two key sustainment efforts within this program include:

Flight Data Input/Output (FDIO) Sustainment is a system that provides flight plan information to controllers and tower displays. It allows controllers to send and receive flight plan messages between towers, TRACONs, and En Route centers. The FDIO Sustainment program is based on a five-year replacement cycle. Efforts ensures that this essential messaging infrastructure remains operational and reliable as hardware and software reach end-of-life, supporting continuity of service and system interoperability. The program will support ongoing financial and program management, engineering, and logistics services to sustain and modernize FDIO systems, including equipment refresh, software updates, infrastructure improvements, compliance efforts, and the decommissioning of legacy components.

The FAA's **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 program 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.

Together, these components help maintain the functionality and safety of terminal-area air traffic operations, supporting real-time data exchange and modern communication capabilities in the tower environment.

Detail Justification For - 2B03: Integrated Display System (IDS)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B03: Integrated Display System (IDS)	$55,250	$61,300	$30,100

What is this program and why is it important?

In the National Airspace System (NAS), **Information Display Systems (IDS)** are used operationally in facilities that include En Route Air Route Traffic Control Centers, Terminal Radar Approach Control facilities, Center Radar Approach Control facilities, and Airport Traffic Control Towers. These systems display information on IDS consisting of weather observations, runway status, visibility information, and static information such as airport diagrams, approach charts, and facility directives. External entities like the Department of Defense, airlines, and airport authorities use or interface with these systems.

In FY 2026, the **Enterprise Information Display System (E-IDS) Phase 1** under IDS will provide personnel and functional support for key sites. This will include software development and testing, installation readiness coordination, procurement and shipment of equipment and telecommunications, system installation, user training, and conducting test activities. The E-IDS, as a single system, will reduce sustainment costs and increase program oversight efficiencies compared to the cost of maintaining multiple legacy systems.

Flight services for the General Aviation community are currently provided by multiple entities and platforms, offering pre-flight and in-flight planning, weather briefings, advisories, VFR coordination, and Search and Rescue support, with many pilots now accessing this information directly through web portals, reducing the need for direct communication with flight service specialists.

The **Future Flight Service Program (FFSP) is** focused on providing these self-assisted services in the Continental United States, Puerto Rico, and Hawaii. **FFSP – Alaska Automation Capability (AAC)** expands the integrated automation capability used by FAA Flight Services specialists in Alaska, its primary method of transportation. Alaska's legacy flight service automation and voice switch systems, including OASIS and ICSS, are outdated and beyond their service life, with some components dating back to the 1990s. These systems must be replaced to prevent failures that could disrupt ground-to-air and inter-facility communications. The program will aim to complete the necessary documentation and checkpoints for the Final Investment Decision (FID).

Detail Justification For - 2B04: Terminal Flight Data Manager (TFDM)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B04: Terminal Flight Data Manager (TFDM)	$65,200	$55,100	$47,300

What is this program and why is it important?

The **Terminal Flight Data Manager (TFDM)** program will provide the equipment and software to collection, distribution, and update electronic flight data information in the terminal area and will improve access to information for the safe and efficient control of air traffic. Terminal Flight Data Manager decision support tools will improve system efficiency by developing runway-specific departure schedules, predicting capacity-demand imbalances, and allowing implementation of metering programs that reduce congestion on the airport surface. Terminal Flight Data Manager will automate manual flight data processes to enable enhanced data sharing between the Tower, En Route, Approach Control, Traffic Flow Management and Flight/Airline Operations Centers.

The transition from paper flight strips to electronic flight data representation and exchange is a key component of the TFDM system. This will facilitate enhanced flight data exchange between controllers within the tower, those in other air traffic control facilities, and those overseeing traffic flow management systems, while facilitating data exchange with airlines' flight operations centers and airport operators sharing real-time updates on departure times, gate changes and runway assignment requests. Providing flight data in electronic format eliminates the necessity of the physical exchange of flight data, reduces telephone call volume between facilities and reduces the manual re-entry of data among multiple air traffic control systems. Air traffic controllers will have more heads-up time, looking out the window to focus on the surface traffic, therefore, increasing safety.

Additionally, TFDM system is the introduction of a surface scheduler/metering capability, providing efficient management of traffic flows on airport surfaces by transitioning operations from a "first come, first served" model to all planes lining up on the taxiway with engines running waiting to take off. This will create a strategic model that allocates taxi clearances to minimize taxi time by giving planes a specific time slot for departure and they start engines, leave the gate at precise time to taxi and take off.

This program focuses on efficient flow and management of aircraft on the surface at selected metroplex airports and complex terminal airspaces within the NAS. High density airports face increased demand for runway capacity and complex airspace interactions. This program will

improve surface capabilities, enhancing flight efficiency and optimizing runway throughput, reducing delays, and making air travel safer.

Detail Justification For - 2B05: Performance Based Navigation Support Portfolio
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B05: Performance Based Navigation Support Portfolio	$8,000	$0	$5,000

What is this program and why is it important?

Performance Based Navigation (PBN) uses Area Navigation (RNAV) and Required Navigation Performance (RNP) to improve access and flexibility in the NAS with the goal of providing the most direct and efficient aircraft routes possible. PBN defines the requirements for routes and procedures that enable aircraft to navigate with greater precision and accuracy. It provides a basis for designing and implementing new flight paths, redesigning airspace, and providing safe obstacle clearance.

In support of PBN, the objective of the Distance Measuring Equipment (DME) Program is to provide a resilient network to continue PBN operations during a Global Positioning System (GPS) disruption. The program will add DMEs to the existing network to eliminate single points of failure (critical DMEs) and fill coverage gaps to enable DME RNAV service.

These resources benefit the American public by allowing pilots flying aircraft equipped with Area Navigation avionics to continue PBN operations in the event of a GPS disruption. This will significantly maintain flight efficiency, reduce delays, and reduce noise. DME/DME Area Navigation will serve 30 percent (%) of commercial aircraft without Inertial Reference Unit, reducing pilot/controller workload during GPS disruptions and improving safety. The program will cut costs by discontinuing unnecessary DME facilities.

Detail Justification For - 2B06: Unmanned Aircraft Systems (UAS) Implementation ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B06: Unmanned Aircraft Systems (UAS) Implementation	$5,000	$0	$3,000

What is this program and why is it important?

The **Unmanned Aircraft Systems (UAS)**, commonly known as drones, are being used more widely than ever in both public and private sectors. As technology improves and new uses emerge, there's a growing demand for safe airspace accessibility and UAS integration.

This program helps put in place the tools and systems needed to support UAS Traffic Management (UTM). It works alongside efforts like Low Altitude Authorization and Notification Capability (LAANC), Drone Zone, Drone Information for Safety, Compliance, Verification, and Reporting (DISCVR), and Unmanned Aircraft Flight Restrictions (UAFR), which are building the foundation for future systems that manage drone flight information more effectively. The program will provide software development, system engineering support, integration of legacy software, capabilities management, and training for UTM BVLOS.

Detail Justification For - 2B07: Airport Ground Surveillance Portfolio
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B07: Airport Ground Surveillance Portfolio	$48,200	$97,200	$56,200

What is this program and why is it important?

The **Airport Ground Surveillance Portfolio** maintains surface safety 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 following programs fall under this Portfolio:

The **Airport Surface Detection Equipment Sustainment** address maintainability and obsolescence issues associated with the Airport Surface Detection Equipment – Model X and Airport Surface Surveillance Capability systems. The existing Airport Surface Detection Equipment-Model X systems at 35 airports and Airport Surface Surveillance Capability systems at nine airports are surface surveillance systems that use radar, ADS-B, and maintainability, surveillance technique based on measurement of arrival time and vehicle transponder signals at multiple receivers. These systems help air traffic controllers prevent surface collisions and reduce runway incursions by improving situational awareness. The Airport Surface Detection Equipment Sustainment activity will address the aging non-cooperative surface movement radars and infrastructure and obsolescence, inventory levels, and technological updates

The **Runway Status Lights Sustainment** will address maintainability, obsolescence, and information technology security issues associated with the Runway Status Light system. The Runway Status Lights 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 system has automated light control logic that commands in-pavement lights to illuminate red when there is traffic on or approaching the runway. The Runway Status Light Sustainment activity will address replacement hardware, software, and site implementation activities.

The **Navigation Aids Monitoring Equipment (NME)** program will replace or upgrade legacy consolidated air traffic control and monitoring systems operating in the NAS. The Interlock Control and Monitoring System and the Federal Aviation Administration (FAA)-Universal Interlock Controller (FAA-UIC) legacy systems are used by air traffic control specialists and airway transportation system specialists for controlling and monitoring a predefined set of Navigation Aids. These systems include Instrument Landing Systems, Airport Lighting Systems, Runway Visual Range equipment, Runway End Identifier Lights, Precision Approach

Path Indicator light arrays, and other pilot navigation aids located at an airport. The NME program will provide common requirements baseline across all systems. NME will be deployed at 32 airports by implementing Program Management Support, Systems Engineering Support, integrated Logistics Support, Implementation Planning, and Site Activation solution implementation activities.

The **Runway Incursion Device** program will address maintainability, obsolescence, and baseline control issues associated with Runway Incursion Devices. Replacing these devices ensures devices are standardized and supported in the future. These devices are memory aid devices used by air traffic control to augment situational awareness of occupied and closed runways. They provide a visual and aural alert to controllers when a runway is not available for departing or landing aircraft. The program will support the implementation of the updated runway incursion devices.

The **Airport Surface Movement Detection (ASDE)– Sustainment Movement Radar** program will replace aged surface movement radars with updated surface movement radars based on current technology. This will ensure non-cooperative surveillance is provided to the Airport Surface Detection Equipment – Model X and Airport Surface Surveillance Capability systems.

The **Surface Awareness Initiative (SAI)** program will deliver an effective capability to select Air Traffic Control Towers that currently do not have surface detection systems. 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. These services are crucial at night and during periods of low visibility. The program will support program management, vendor implementation and recurring costs for SAI systems.

The **NAVAIDS Interface-Connect Equipment (NICE)** program will replace and upgrade FAA Universal Interlock Controllers (FAA-UIC) operate within the NAS. The current FAA-UIC system is managed under the scope of the Navigation Aids Monitoring Equipment (NME) Program. See Section C, above. NICE would address system deficiencies; cyber-security upgrades; shortfalls including obsolescence; maintenance issues, compliance, and supportability; and encompass 32 sites where FAA-UIC service can improve Airport and Runway Safety and Efficiency.

Detail Justification For - 2B08: Terminal and EnRoute Surveillance Portfolio ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B08: Terminal and EnRoute Surveillance Portfolio	$107,300	$28,600	$58,900

What is this program and why is it important?

The FAA's aging radar systems, including ASR-8, ASR-9, and ATCBI-5, require continued maintenance to ensure uninterrupted coverage until replacements are fully deployed. Many will need sustainment through at least 2035. The **Terminal and EnRoute Surveillance Portfolio** is a framework that manages the modernization, sustainment, and integration of surveillance systems used in terminal and enroute airspace. The Portfolio includes the following programs:

The **Air Traffic Control Beacon Interrogator Model 6 (ATCBI-6)**, a cooperative surveillance radar first deployed between FY 2002 and FY 2013, enhances aircraft position and altitude accuracy. The program will analyze and implement the best sustainment strategy, with funding supporting contractor services, program management, engineering, procurement, and approved technical refresh projects.

The **Air Traffic Control Beacon Interrogator Model 5**, a cooperative radar system used in terminal and enroute airspace, has been in service since 1973 and far exceeds its 20-year lifecycle. Installed at 54 airports, 5 DoD sites, and 4 support facilities, it requires continued sustainment. Funding supports contractor services, program management, and projects approved by the Terminal and En Route Surveillance Portfolio Stakeholder Governing Body.

The **Airport Surveillance Radar Model 9**, deployed from 1989 to 1994, has exceeded its 20-year lifecycle. The program will continue evaluating and implementing the best sustainment strategy, with funding for contractor support, program management, engineering, and approved technical refresh projects.

The **Airport Surveillance Radar Model 8 Sustainment 1,** ASR-8 systems, fielded between 1975 and 1980, provide non-cooperative surveillance at low and medium-activity airports. Now over 40 years old, they require a technology refresh to remain operational until replaced or retired. Forty operational and four support systems are active. Funding supports contractor services, program management, engineering, procurement, and approved technical refresh projects.

Airport Surveillance Radar Model 11 Sustainment 3, ASR-11 systems, deployed from 2003 to 2013, have exceeded their 20-year lifecycle. These digital radars provide aircraft surveillance and weather data in terminal and enroute airspace. With 69 operational and 3 support systems, the program addresses parts obsolescence and evolving system requirements. Funding covers design, testing, hardware procurement, logistics support, and program management. Sustaining non-cooperative and cooperative surveillance systems helps maintain the FAA's layered surveillance coverage by reducing outages, extending system life, lowering maintenance and operating costs, and improving service availability.

Detail Justification For - 2B09: Terminal and EnRoute Voice Switch and Recorder Portfolio

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B09: Terminal and EnRoute Voice Switch and Recorder Portfolio	$70,000	$172,000	$36,600

What is this program and why is it important?

The **Terminal and EnRoute 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.

Voice Switch and Control System (VSCS) - Sustainment 4 sustains the aging, obsolete voice switches and associated training and back-up systems located in the Air Route Traffic Control Centers in the national airspace system. The VSCS equipment enables En Route air traffic controllers to communicate with pilots, other controllers, and other ground personnel while separating, managing, and directing air traffic. It also replaces and upgrades obsolete components no longer supported focusing on those that pose the greatest operational risk to en route voice communications. The program will be for sustaining subsystems and components posing risk to operational availability of voice communications, including power supplies and electronic circuit card assemblies. It will also be used for contract program management and engineering analysis identifying VSCS or Training and Back-up System components with greatest risk to operational availability.

The **Terminal Voice Switch – Legacy Voice Switch Sustain** program covers various types of terminal voice switches, including Small Tower Voice Switch, Enhanced Terminal Voice Switch, Rapid Deployment Voice Switch, Voice Switch By-Pass, and Interim Voice Switch Replacement systems. It will focus on sustainment of existing voice switches that pose the greatest risk to affecting operational availability to terminal voice communications. To do this, the program will sustain systems and components posing the greatest risks, including power supply, circuit card assemblies and software updates. It will also be used for contract program management, engineering analysis, and end of life hardware procurements for parts no longer manufactured and/or refurbishment of other high-risk components to extend the service life of the existing equipment.

Under the **National Air Space (NAS) Voice Recorder (NVR)**, the FAA will replace the legacy Digital Audio Legal Recorders and provide enhanced digital voice recording functionality to

meet safety and modernization requirements. The replacement of aging voice recorders will reduce operational costs and address the increasing demand for more expeditious audio access and capabilities such as increased recording capacity, recording of Voice Over Internet Protocol telephones using secure intranet services, and connection to FAA telecommunications system. The program will continue procurement, delivery, and installation of NVRs, including hardware, installation, site preparation and telecommunication services. In addition, funding will be used for prime vendor program management and other technical support services.

Detail Justification For - 2B10: Enterprise Information Communication
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B10: Enterprise Information Communication	$11,000	$3,000	$9,600

What is this program and why is it important?

This investment leverages the FAA's previous investments in System-Wide Information Management to advance flight information management across the air traffic management system and stakeholders (e.g. flight planning service providers, airlines, and other airspace users). In addition to recognizing the need to improve flight data management and exchange within the NAS, implementing the International Civil Aviation Organization (ICAO) standards for, Flight and Flow Information for a Collaborative Environment (FF-ICE) provides a path towards improving current flight planning across air navigation service providers (ANSPs).

Common Support Services – Flight Data project will develop the following capabilities to meet the FAA's growing need for coordinated strategic flight planning and distribution of standardized flight information:

- **Flight Planning and Filing:** A standards-based flight planning and filing environment to be used by flight operators and the FAA to negotiate preliminary and filed flight plans. Constraint sharing/feedback will enable the flight operator to receive and address constraints early in the planning phase.

- **Flight Data Management (FDM):** Transform, reconcile, and manage data to be information ready by handling conflicts and managing updates. The right data will get to the right user and at the right time through secure environment.

- **Flight Data Publication (FDP):** Provide a single common reference, facilitating operational flight data sharing/exchanges across NAS ecosystems in accordance with centralized and managed business.

Using a two phased approach, Phase 1 capabilities include: Data Management and Security Framework, Flight Planning and Flight Plan Filing, Constraint Feedback, and ATC Feedback. The program will complete investment analysis for Phase 1 and begin system engineering, design, and development of software.

Phase 2 capabilities include: Preliminary Flight Plan (PFP) Submission and Planning Status Response, Preliminary Flight Information Distribution, ATC Feedback Enhancements, and Notification Service.

Detail Justification For - 2B11: Remote Towers
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B11: Remote Towers	$2,000	$3,000	$3,000

What is this program and why is it important?

The **Remote Tower** program funds activities that will allow technologically advanced methods and systems used to monitor aircraft at non-brick and mortar towered airports. Many airports cannot afford and/or justify the establishment and maintenance of a traditional Air Traffic Control Tower to provide air traffic services because of initial implementation and lifecycle costs of a physical, brick and mortar facility. A significant amount of airports cannot afford the cost of tower construction and recurring maintenance. Remote tower demonstrations were previously conducted at low and medium density airports in Class D and Class E airspace to evaluate proposed technologies, identify system criteria and develop a process to approve the use of these technologies to provide air traffic services remotely.

In order to meet the same intent of the Remote Tower Pilot Program, described in the 2018 Reauthorization Act, Sec 161-Remote Tower Pilot Program for Rural and Small Communities, the FAA will continue with the System Design Approval (SDA) and evaluation process, of the new system installation at the new Remote Tower Testbed at William J. Hughes Technical Center. Evaluations and SDA reviews will continue to determine if vendor systems can meet FAA standards for approval and to inform standards for systems approved for use at airports with higher density traffic and/or more complex environments.

Detail Justification For - 2B12: Voice Switch Replacement
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B12: Voice Switch Replacement	$0	$0	$345,000

What is this program and why is it important?

Voice Switches are integral parts of the FAA's air traffic control system. The reliability of communications between controller and pilots and controller to controller is critical to a safe air traffic control system.

Air traffic voice communications in the NAS are supported by more than 450+ voice switches at air traffic control facilities. All the fielded voice switches are aging, with the oldest deployed starting in the early 1990s. Current voice switches only support old analog communications interfaces.

The FAA initiated **Project LIFT** to accelerate the modernization of the FAA's Air Traffic Systems to Internet Protocol (IP) technology, which involves the transition of its voice communication infrastructure from a Time Division Multiplex (TDM) architecture to an IP-based architecture. The FAA will accelerate replacement of obsolete TDM-based voice switches with an IP-based voice switch to include program management, systems engineering and testing, training development, integrated logistics support, site preparation and installation. In addition, the FAA will continue procurement and installation of APC systems, to include program management, integrated logistics support, site preparation and implementation activities.

This will provide secure voice communication between air traffic controllers and pilots that is critical to safe air traffic control operations throughout the NAS. Replacement of voice switches will enable the FAA to gain the inherent benefits of an IP-based architecture, such as asset sharing and load sharing. The modernization of the FAA's voice communication systems promotes continued operational availability, helping reduce flight delays.

This investment aligns with the President's vision to modernize our systems and ensure the long-term viability of the U.S. aviation system, mitigating the system performance challenges posed by aging legacy infrastructure, and positioning the NAS for a safe, efficient, and resilient future.

Detail Justification For - 2B13: Radar Replacement
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2B13: Radar Replacement	$0	$0	$445,000

What is this program and why is it important?

FAA radar systems provide efficiency and safety critical information to air traffic controllers, including an aircraft's position and identity, as well as weather information. Radars operate in conjunction with Automatic Dependent Surveillance–Broadcast (ADS-B), which is only required by Federal Aviation Regulation for some aircraft and in designated airspace. Radar information is also essential for homeland security and national defense missions.

The average age of the FAA's radars is 36 years old – well beyond the original intended lifespan of 20 years. As the age of these radars continues to increase, it is difficult to maintain their performance and integrate them with modern aviation infrastructure. The potential for increased downtime due to repairs can negatively impact airport operations and compromise the efficiency of air traffic control. Older radar systems require more frequent repairs. This would lead to increased costs and periods when the system is not operational and struggle to keep pace with the growing demands of air travel and evolving regulatory standards.

To address these challenges, the **Radar Replacement** program will initiate a multi-billion-dollar replacement of the FAA's aging surveillance systems with modern radar technology that offer improved performance, enhanced reliability, and compatibility with the latest air traffic management initiatives. The inventory may include a combination of cooperative, non-cooperative and integrated radar systems. This investment provides for contract awards, initial procurement of systems, deployment activities, testing and program management including initiation of logistics, training and site-preparation.

This program aligns with the President's priority and will focus on the timely and strategic modernization of radars delivering a future-ready solution that meets the dynamic needs of tomorrow's airspace.

Detail Justification For - 2C01: Future Flight Services Program
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2C01: Future Flight Services Program	$1,500	$3,000	$3,000

What is this program and why is it important?

Currently, a combination of entities and platforms provide flight services to the General Aviation community. These services include pre-flight and in-flight flight planning, advisory services, weather briefings, pilot weather report processing, and Search and Rescue coordination. Flight services also provides Visual Flight Rules coordination, orientation support to lost aircraft, maintain continuous weather broadcasts on selected Navigational Aids, and issues Notices to Air Missions. General Aviation pilots access flight service information directly through web portals, thus reducing the need for pilots to talk to a flight service specialist.

The Future Flight Service Program (FFSP) focused on providing these self-assisted services in the Continental United States, Puerto Rico, and Hawaii. FFSP – Alaska Automation Capability (AAC) expands the integrated automation capability used by FAA Flight Services specialists to provide these services in Alaska where General Aviation is a primary method of transportation.

The Alaska Flight Service legacy automation service needs to be replaced along with the obsolete Alaska voice switch system. The Operational and Supportability Implementation System (OASIS) service was last fielded in 1997, and the OASIS II contract ends in 2025 and is currently being extended. In addition, the legacy Integrated Communications Switching Systems (ICSS) and Small Tower Voice Switch (STVS) were last fielded in 1994. The ICSS' chief peripheral, the Automatic Call Director / Voice Retrieval System (ACD/VRS), was last fielded in 2000. These communication systems are past service life, and failure will result in loss of ground to air and facility ground to ground communications.

AAC will leverage the Air-to-Ground Protocol Converter (APC) and current communication investments, to deliver inflight services to General Aviation pilots in standardized Voice over Intranet Protocol (VoIP) mode using secure intranet services for the flight service provider's voice switch.

Detail Justification For - 2C02: Alaska Flight Service Facility Modernization (AFSFM) ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2C02: Alaska Flight Service Facility Modernization (AFSFM)	$2,700	$2,000	$2,100

What is this program and why is it important?

The **Alaska Flight Service Facility Modernization (AFSFM)** program's goal is to sustain and modernize the facilities and equipment to ensure continuity and reliability that addresses FAA Flight Service Stations in Alaska. Thirty-three percent (%) of the Alaska Flight Service facilities were constructed in the 1970's, requiring extensive renovations. Several facilities have degraded heating or cooling systems that could disrupt flight service operations by reducing the reliability of flight service automation systems. The program will allow 17 Flight Service Station facilities to update and improve current environmental, safety, and accessibility requirements and the infrastructure needs of Flight Service in an evolving NAS.

Detail Justification For - 2C03: Weather Camera Program
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2C03: Weather Camera Program	$3,000	$5,400	$6,500

What is this program and why is it important?

The **Weather Camera Programs (WCP)** mission is to improve safety and efficiency in the NAS by reducing weather-related accidents and flight interruptions, improve flight decision making, and enhance Flight Service operations. The program provides pilots, dispatchers, Flight Service Specialists, and National Weather Service Forecasters with visual weather information at airports, mountain passes, and other strategic locations along regular used air routes enabling informed planning and decision-making before and during a flight. When combined with other available textual weather products, weather camera images become a powerful tool to aid in flight decision making.

The Program currently owns and maintains 251 camera systems in Alaska and Hawaii and is in the process of expanding within Alaska and to CONUS. The Weather Camera System also hosts camera images from third-party entities (e.g., Department of Transportation owned), a low-cost alternative to expand weather camera services. Additionally, the Visual Weather Observation System, an advanced weather observation system, pairs a 360-degree view camera with a full suite of weather sensors giving pilots visual and textual weather information.

The Weather Camera Program is an established program with proven aviation safety and efficiency benefits that has shown an 85% reduction in weather related aviation accidents and a 69% reduction in weather related flight interruption hours with previous implementation within Alaska.

Detail Justification For - 2C04: Weather Systems Portfolio
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2C04: Weather Systems Portfolio	$25,300	$16,700	$28,050

What is this program and why is it important?

The Weather Systems Portfolio seeks to address the FAA" s aging ground-based weather sensors and radar 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, preventing gaps in coverage. The portfolio is being developed to consolidate, prioritize, and manage sustainment activities for the following weather sensors programs:

- Aviation Surface Observation System, also known as the Aviation Surface Weather Observation Network (ASWON), is a portfolio program that consists of multiple subsystems in the National Airspace System that detect, and report surface weather conditions required to conduct aircraft operations.

- The Juneau Airport Wind System (JAWS), which measures and transmits wind information to the Juneau Automated Flight Service Station, Alaska Airlines, and the National Weather Service for weather forecasting. Other Alaskan aviation users access JAWS data via the Internet. This data provides terrain induced wind and turbulence data that addresses safety of flight and decreases the probability of experiencing unnecessary weather-related delays in and out of the Juneau International Airport, Alaska.

- The Terminal Doppler Weather Radar (TDWR), a Doppler weather radar system used by Air Traffic Controllers to increase the safety of the National Airspace System and provide vital information and warnings regarding hazardous wind shear conditions to air traffic controllers managing arriving and departing flights in the terminal area.

- The Wind Shear Detection, which provides automated wind shear and microburst alerts used by Air Traffic Controllers to warn pilots of immediate hazards to approach, landing, and departure at eighty-three large and moderate sized airports.

The programs under this portfolio enhance aviation safety through the continuation of automated detection and alerting services for Air Traffic Controllers. This includes providing official airport weather information that is required to conduct Part 91, 121, and 135 aircraft operations.

Detail Justification For - 2C05: Don Young Alaska Safety Initiatives
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2C05: Don Young Alaska Safety Initiatives	$0	$20,000	$10,000

What is this program and why is it important?

The **Don Young Alaska Safety Initiative (DYAASI)**, aims to reduce fatal aircraft accidents by 90% in Alaska and other U.S. territories by 2033 and eliminate part 135 fatal accidents in Alaska by that date. The initiative focuses on modernizing weather reporting infrastructure, expanding ADS-B coverage, and improving access to weather and surveillance data in remote areas. Funding supports VWOS deployment, ADS-B expansion, instrument approach accessibility, airport lighting upgrades, and obstruction removal to enable safer nighttime operations, especially for medevac flights.

Detail Justification For - 2D01: Wide Area Augmentation System (WAAS) for GPS ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2D01: Wide Area Augmentation System (WAAS) for GPS	$92,100	$85,200	$92,000

What is this program and why is it important?

The **Wide Area Augmentation System (WAAS)** enhances GPS to support safe satellite-based navigation for all flight phases, including precision approaches. A network of ground stations across North America monitors GPS signals, with corrections and integrity messages calculated by master stations and transmitted via geostationary satellites. These messages enable user receivers to achieve the accuracy and reliability needed for precision navigation.

The FAA will continue to work collaboratively with the Department of Defense (DoD) to assure GPS aviation safety and security. FAA ensures changes to the GPS do not adversely affect aviation, while supporting GPS improvements.

Under the WAAS Phase 4B, the FAA will support existing operational system in conjunction with Dual Frequency development. A Limited Operating Capability (LOC) will be broadcast to enable testing and avionics prototyping. Technology refresh will continue development and implementation of new level D processors and migration to an operating system. Acquisition planning work to obtain the next WAAS Geostationary Earth Orbit satellite 8. WAAS will complete automated testing capabilities to reduce release deployment time to support ATO security requirements. The Program Office will continue the development of Dual Frequency Initial Operational Capability (IOC) and initiate architectural analysis for the transition from existing communications services to use FAA IP-based services. The FAA will provide technical oversight for civil changes to GPS Global to include DoD satellite development and Next Generation Operational Control System.

Detail Justification For - 2D02: Instrument Flight Procedures Automation (IFPA)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2D02: Instrument Flight Procedures Automation (IFPA)	$2,000	$4,100	$2,400

What is this program and why is it important?

The **Instrument Flight Procedures Automation (IFPA)** provide 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 program will aim to complete the modular development and testing of Terminal Area Route Generation, Evaluation and Traffic Simulation (TARGETS) system for Performance Based Navigation (satellite) Instrument Flight Procedure design/development capabilities, continue enhancing IFPA Documentation systems to include Standard Terminal Arrival procedures, and continue the technological modernization of the IFPA Program system architecture (transition to FAA Cloud Services).

The IFPA suite provides productivity gains for all Aeronautical Information Services' major work products. Since the program's inception, there have been efficiency gains for new and amended Instrument Flight Procedures, Notices to Airmen (NOTAM) generation time, and obstacle evaluation time and are multiplied by thousands of products produced and maintained annually and reduce costs for the American public.

Detail Justification For - 2D03: Runway Safety Areas - Navigational Mitigation ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2D03: Runway Safety Areas - Navigational Mitigation	$1,000	$1,800	$1,400

What is this program and why is it important?

The Runway Safety Areas (RSA) Navigational Mitigation program prevents loss of life from aircraft striking non-compliant Navigational Aids located in designated safety areas. The scope of the work ranges from installation of frangible connections on identified structures to the relocation of facilities within and outside the RSA. These facilities or structures are classified as: 1) fixed by function and 2) not fixed by function. Objects that are fixed by function are permitted within the RSA if it meets the frangibility requirements. The RSA must be free of all objects that are three inches above the grade and are not frangible, do not break apart into fragments. Objects that are not considered fixed by function will be moved outside the RSA to extent practical.

Compliance with the RSA standards provides a measure of safety in the event of an aircraft's excursion from the runway by significantly reducing the extent of personal injury or aircraft damage during overruns, undershoots and veer-offs. Thus, the primary benefit of the RSA Phase II program is the prevention of loss of life from aircraft striking non-compliant Navigational Aids located in designated safety areas.

Detail Justification For - 2D04: Landing and Lighting Portfolio
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2D04: Landing and Lighting Portfolio	$60,000	$1,000	$4,150

What is this program and why is it important?

The **Landing and Lighting Portfolio** contains critical ground infrastructure that collectively enables all aircraft to navigate established aircraft routes as well as the ability to safely descend and land on the airport runway. This portfolio supports sustainment of the Instrumental Landing System, Distance Measuring Equipment, Precision Approach Path Indicator System, Runway End Identification Lights, Radio Remote Control System, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights, Very High Frequency Omni-Directional Range (VOR) Tactical Air Navigation (TACAN) (VORTAC), and Approach Lighting System with Sequenced Flashing Lights for Category 2 Operations. The work under this portfolio includes system relocations, operational modifications, establishment and sustainment work to maintain and/or improve system performance, and to procure and install systems as needed. The FY 2026 funding level supports Runway Visual Range Sustainment, which allows airports to conduct takeoff and landing operations during conditions of low visibility.

Detail Justification For - 2E01: Aircraft Replacement and Related Equipment Program ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2E01: Aircraft Replacement and Related Equipment Program	$62,000	$113,100	$98,500

What is this program and why is it important?

The **Aircraft Replacement and Related Equipment Program** is part of a broader efforts to maintain and modernize the agency's operational capabilities. The program provides funding to replace aging aircraft and related equipment used by the FAA's Flight Program Operations (FPO), which supports flight inspections, research, training, and mission-critical services.

This funding level 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, administration, operations, training, and maintenance. The organization operates a fleet of FAA-owned aircraft at multiple facilities across the country.

The required Flight inspection ensures 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 performs inspections of Department of Defense (DoD) navigational facilities. Per Executive Order 11047, the FAA is responsible for civil and military functions related to flight inspection of air navigation facilities.

Flight Program Operations is responsible for providing aircraft capable of flight inspection to ensure the integrity of instrument approaches and airway procedures that constitute our national airspace system. Worldwide flight inspection operations are required to comply with FAA/USAF MOA and other international commitments. The combat flight inspection mission requires long-range aircraft equipped with specialized test equipment to accomplish flight inspection. The aircraft must meet military requirements including communications, surveillance, and countermeasures.

Flight Program Operations must provide the infrastructure to execute its mission consistent with 14 CFR Parts 135 and applicable Federal regulations for government flight programs. Supporting systems are required to manage flight operations, aircraft maintenance, mission results, and logistics. This program supports the sustainment of ground-based infrastructure systems as new technologies are developed and deployed.

The **Flight Program Fleet Modernization Phase 2** provides system sustainment and procures, modifies, and equips aircraft FAA Flight Program capability fulfilling statutory responsibilities. The program will continue to sustain fleet capabilities through Phase 2. The 18 new turboprop aircraft will replace 21 turboprops and 5 jets and operate alongside 6 long-range jets. The program will reduce the FAA fleet from 47 aircraft (13 makes/models) to 24 (2 multi-mission capable make/models). This fleet management will be an effective mix of aircraft for mission requirements and eliminate age-related operational delays and maintenance costs such as wing cracks, corrosion, metal fatigue, and electrical issues. Additionally, the program will procure a flight simulator to support Flight Program Operations training and a turboprop training platform for Aviation (AVS) participants in the FAA Flight Program.

Detail Justification For - 2E02: Airport Cable Loop Systems – Sustained Support ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2E02: Airport Cable Loop Systems – Sustained Support	$10,000	$10,000	$13,000

What is this program and why is it important?

The **Airport Cable Loop Systems Sustainment** replaces underground telecommunications cable infrastructure systems that are essential to the safe and efficient operation of Federal Aviation Administration's (FAA) navigation, surveillance, and communication systems. More than 15 FAA programs rely on Airport Cable Loop to provide connectivity to and from control facilities. The program will focus on advanced engineering, construction activities, Fiber Optic Transmission Systems equipment installations, and procuring Dedicated Network Telecommunications System equipment. Airport Cable Loop Systems Sustainment is presently reducing on-airport telecommunication infrastructure related delays of core airports by approximately three percent (3%) annually.

Detail Justification For - 2E03: Child Care Center Sustainment
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2E03: Child Care Center Sustainment	$1,600	$1,200	$1,600

What is this program and why is it important?

The **Child Care Center Sustainment** program will address facility sustainment requirements for the 12 FAA Operated Child Care Centers. The childcare 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. They provide FAA personnel with the flexibility to meet the unique schedule needs of the FAA workforce, i.e. air traffic personnel. Funding will modernize the 12 FAA Operated Centers that are in need of major projects and other expenses unique to a childcare center.

Detail Justification For - 2E04: FAA Telecommunications Infrastructure
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2E04: FAA Telecommunications Infrastructure	$322,250	$174,500	$455,200

What is this program and why is it important?

The **FAA Telecommunication Infrastructure** program supports the sustainment and enhancement of the telecommunications services required for the safe and efficient operation of the United States Air Traffic Control system as the existing telecommunications services contract reaches the end of its period of performance.

In FY 2026, the FAA will initiate **Project LIFT (Legacy Infrastructure to Future Technologies)**. As part of Project LIFT the **Time Division Multiplexing – to – Internet Protocol (**TDM-to-IP) Migration modernization of the critical yet fragile NAS communications infrastructure will be accelerated through two programs. The TDM-IP Network Migration will address the operational risk of TDM discontinuances, the rapidly escalating monthly costs of TDM circuits, the accrual of millions of dollars in obsolescence fees, and the fragility of the network. The FAA will be refocused to rapidly transitioning at-risk telecommunications services off TDM by installation of new fiber connections, wireless technologies, and satellite solutions at FAA sites and migration of FAA systems from legacy copper to IP-capable interfaces. The program will address near-term network-side transitions based on TDM discontinuances to minimize risks to the NAS.

In addition, the program will initiate the **TDM-IP System Migration** for designing and testing system-side migrations and implement solutions enabling IP communication across the NAS. Design and testing of a timely IP solution will be conducted in collaboration with system owners to leverage the opportunities presented by the network transitions to IP. Project LIFT will enable the rapid deployment of advanced IP Air Traffic Control technologies that enhance NAS safety, efficiency, and long-term stability.

While Project LIFT initiates an expedited network and system migration, the **FAA Telecommunications Infrastructure Sustainment 2** program will replace telecommunications components to extend the life of the current infrastructure until the TDM-to-IP transition is complete. The FAA Telecommunications Infrastructure program has several critical hardware components approaching their End of Support date. This poses a substantial risk to the FAA's security, boundary protection, and intrusion detection capabilities. The program will support mitigation of air traffic operations vulnerabilities by protecting network backbone equipment

from failure and targeting the replacement of network security elements, obsolete transport network components, and critical last-mile microwave and satellite equipment.

The FTI program supports FAA initiatives to improve the resiliency of the NAS through a robust infrastructure that can auto-recover during outages in a manner that is transparent to FAA end user systems and reduces air traffic delays.

Detail Justification For - 2E05: Operational Analysis and Reporting Systems ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
2E05: Operational Analysis and Reporting Systems	$3,000	$0	$8,700

What is this program and why is it important?

The **Operational Analysis and Reporting Systems program** provides support to Congressionally mandated reporting and national airspace performance analysis by improving the efficiency and integration of operational data, national airspace performance reporting, and the tools used for both. This program also makes enhancements to individual and consolidated products to keep up with growing data demands in the FAA. These enhancements support the Air Traffic Organization operational units, operational and capital investment planning, as well as post operational modeling and analysis.

This program will address shortfalls in available analytical products through the creation of a database to capture operational events associated with individual flights. It will improve the timeliness of operational analyses and reduce costs and develop and publish standardized operational events data on a per-flight basis and by facility (e.g. airport). The data products will be available to the FAA Enterprise for users and applications throughout the FAA to perform required analysis, visualization, and reporting in areas such as safety, performance, security, enforcement, predictive analytics, research and development, Freedom of Information Act (FOIA) requests, and Congressionally mandated Overflights invoicing.

Detail Justification For - 2E06: Aeronautical Information Management Program ($000)

Activity/Component	FY 2024* Enacted	FY 2025* Full Year CR	FY 2026 Request
2E06: Aeronautical Information Management Program	$29,350	$73,700	$80,900

*Note: FY 2024 and FY 2025 funding was previously under BLI 4A09

What is this program and why is it important?

Aeronautical Information Management Modernization Enhancement 1 (AIMM) will digitize and streamline aeronautical information for automated exchange across the National Airspace System (NAS). It will replace outdated, redundant systems with a cloud-based Airspace Management Service to improve data flow for flight planning and air traffic operations. Funding will support initial design work, software specifications, and contract support. The effort complies with the 2018 FAA Reauthorization Act and the 2023 NOTAM Improvement Act, addressing key FAA safety priorities.

NOTAM Modernization aims to create a secure, reliable, and user-friendly system in response to multiple Congressional mandates. The current NOTAM environment is fragmented and outdated, requiring modernization for better performance and safety. The FAA will adopt a service-based approach, partnering with industry to deliver a scalable digital platform for NOTAM creation, management, and distribution. Funding will support development of this end-to-end system and enable future expansion to support new airspace users like drones.

Activity 3 - Non-Air Traffic Control Facilities and Equipment

For Activity 3, the budget requests $154.8 million for the modernization of non-air traffic control facilities, business systems, and equipment. This represents a decrease of $10.8 million below the FY 2025 level. The programs under Activity 3 support safety, regulation, security, information technology security, and regional and service center building infrastructure and support.

Detail Justification For - 3A01: Aviation Safety Analysis System (ASAS)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A01: Aviation Safety Analysis System (ASAS)	$28,000	$27,900	$40,000

What is this program and why is it important?

The **Aviation Safety Analysis System (ASAS)** program funds a modern information technology infrastructure and tools to effectively perform its data-driven analytical safety work and collaborate with both internal FAA and external aviation stakeholders. At regular lifecycle intervals, information technology infrastructure components must be modernized to maintain safety operations without disruption due to failure or information technology security vulnerabilities. Funding is required to deploy modern commercial-off-the-shelf information technology products and services.

Funding supports the continuity of critical Mission Support safety and business systems, ensuring secure, reliable data backups. It includes updating the Regulation and Certification Infrastructure for System Safety, which supports the FAA's 7,000-person safety workforce, and modernizing legacy IT infrastructure used by over 600 business applications. Proactive technology refreshes will improve system reliability, security, and scalability, reducing disruptions, minimizing remediation costs, and supporting evolving aviation needs.

Detail Justification For - 3A02: National Air Space (NAS) Recovery Communications (RCOM)

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A02: National Air Space (NAS) Recovery Communications (RCOM)	$12,000	$12,000	$12,000

What is this program and why is it important?

The **NAS Recovery Communications (RCOM)** program provides the FAA with survivable, secure, and redundant communications that assure the Agency's ability to respond to emergencies, assist in the restoring operational capability of the NAS, and enable the continuity of the FAA's operations. When normal common-carrier communications are interrupted, RCOM provides and enhances a variety of fixed-position, portable, and transportable emergency communication systems. Facilities, equipment, and services managed by the RCOM program fulfill this mission, as well as Presidential and Congressional mandates to include, but are not limited to:

The FAA's RCOM program ensures continuity of operations (COOP) and government (COG) by equipping emergency personnel with communication tools like VHF/FM radios, satellite kits, and fixed satellite terminals. These systems support command and control during crises, such as restoring air traffic operations after Hurricane Laura. The program maintains reliable communication in emergencies, minimizing air travel disruptions and supporting national defense and law enforcement operations.

Detail Justification For - 3A03: Information Security
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A03: Information Security	$32,000	$27,000	$27,000

What is this program and why is it important?

The **Information Security** program ensures the security, integrity, confidentiality, and availability of all critical information, systems, networks, and infrastructure under conditions of increased threat from cyber terrorism and malicious activities by hackers and other unauthorized personnel. Under the Federal Information Security Management Act of 2014, FAA must identify and provide information security protection commensurate with the risk and magnitude of potential harm that could result from unauthorized access, use, disclosure, disruption, modification, or destruction of information that supports the agency, aviation safety and security, and the NAS. The FAA Security Operations Center is operational 24 hours, seven days a week, 365 days a year and is the central reporting point for all cyber events occurring within the FAA and the Department.

The transition of the national airspace system to a fully Internet Protocol based infrastructure increases the threat of damage from cyber-attacks. Damage to FAA systems and aviation safety related information such as Air Traffic, Airway, and Airport Information Systems; or Pilot and Airman Medical processing and Certifications data, can have potentially serious consequences for the entire aviation community and the American public. This program mitigates this risk through enhancements to our information systems' security such as adopting a Zero Trust Architecture (ZTA). Additionally, the program funds NAS critical infrastructure cybersecurity enhancements that enhance the security and resiliency of our systems.

The enhanced national airspace system Cybersecurity protection, detection and response capabilities identified above would significantly limit the likelihood of a major cyber-attack against the national airspace system being successful and, thereby, protect the American public from severe economic disruption and threats to safety. Implementing the initiatives at an enterprise level, rather than on a system-by-system basis, provides the agency with economies of scale and reduces or eliminates redundant costs derived from the use of mission-centric mitigation methods.

The Civil Aerospace Medical Institute (CAMI) research and training personnel discover methods and recommend strategies to enhance the safety, security, health, and performance of the most

important aspect of the NAS, the human operator and the public that they serve. CAMI is the only federal entity that performs this work on behalf of the United States.

Detail Justification For - 3A04: System Approach for Safety Oversight (SASO)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A04: System Approach for Safety Oversight (SASO)	$21,000	$12,200	$13,600

What is this program and why is it important?

The **System Approach for Safety Oversight (SASO)** program revises Safety Programs to incorporate Safety Management System principles. Investment includes reengineering Flight Standards Service business processes and partially integrating Flight Standards Service systems. The program serves approximately 5,900 FAA Aviation Safety employees across headquarters and approximately 100 field offices, who are managing over 31,000 certificates and more than 25,000 additional aviation industry professionals managing aviation safety throughout the United States.

Increases complexity and new technologies in aviation stress the current oversight system. The program implements a data-driven, risk-based oversight system through the Safety Assurance System (SAS) helping Flight Standards Service and AXH target high-risk areas and manage their oversight responsibilities more efficiently. This improves FAA's ability to prevent accidents and ensures more effective resource allocation in aviation safety.

Detail Justification For - 3A05: Aerospace Medical Equipment Needs (AMEN)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A05: Aerospace Medical Equipment Needs (AMEN)	$0	$0	$1,300

What is this program and why is it important?

The **Aerospace Medical Equipment Needs (AMEN)** investment supports research and training that includes assessments of human performance under various conditions of impairment, human error analysis and remediation, and agency workforce optimization. To perform their missions, CAMI's personnel require sophisticated, highly technical, and specialized equipment. Much of the laboratory equipment used by CAMI's scientists, physicians, educators, and engineers is old and becoming obsolete. The AMEN program investment would support replacement of critical and highly technical pieces of specialized equipment which assists CAMI training personnel in gathering human performance data across diverse evacuation conditions.

These investments will allow for the continued performance of aerospace medical research and education. Identifying survival factors in simulated studies is essential to prevent death and injury. This research serves as the knowledge base for physicians, physiologists, human factors experts, engineers, psychologists, educators, flight attendants, aircrew, and numerous other academia, industry, and government personnel in the U.S. and abroad who are concerned with the safety of humans in aerospace operations.

Detail Justification For - 3A06: System Safety Management Portfolio
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A06: System Safety Management Portfolio	$6,000	$15,000	$13,700

What is this program and why is it important?

The **System Safety Management Portfolio**, through the Aviation Safety Information Analysis and Sharing (ASIAS), ensures new enhancements maintain safety and supports tools that turn data into insights for risk analysis and anomaly detection.

ASIAS is a government-industry partnership that uses shared data to identify aviation safety risks before incidents occur, with over 200 stakeholders contributing to analyses that combine public and sensitive data for a fuller safety picture.

Funding for the ASIAS program will provide improvements with new technologies that help detect safety risks earlier by analyzing trends and data from sources like weather, flight operations, and aircraft maintenance. These upgrades will make the system faster and smarter, helping airlines and safety officials spot problems before they lead to accidents. ASIAS is also expanding to include more types of aviation, like helicopters and small aircraft, and working closely with industry and government partners to keep the skies safer for everyone.

As air transportation grows more complex, managing safety requires a shared, proactive approach to identifying and reducing risk. This program supports that shift by providing safety intelligence to help prevent aviation incidents, accidents, and fatalities.

Detail Justification For - 3A07: National Test Equipment Program
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A07: National Test Equipment Program	$3,000	$3,000	$3,000

What is this program and why is it important?

The **National Test Equipment Sustainment (NTES)** is responsible for managing the modernization, distribution, and calibration of the test equipment required to perform preventive and corrective maintenance in support of nearly 27,000 facilities to ensure National Airspace System (NAS) equipment is operating within National standards. Test equipment are instrumental to an Air Transportation System Specialist (ATSS) during restoration, preventive, corrective maintenance, and certification of all NAS systems. The FAA has several test equipment assets in the NAS that have exceeded its intended end-of-life cycle and replacements are necessary to maintain safety standards. Failure to provide new test equipment to certify critical NAS systems will result in restoration delays, air traffic flights, and air space restrictions.

Detail Justification For - 3A08: Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A08: Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)	$26,800	$12,500	$20,100

What is this program and why is it important?

The **Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)** program enhances existing systems that support FAA sustainment and inventory supply chain management, support the restoration of NAS sooner, and support remote monitoring of equipment to ensure airspace availability. The elements included under this program will 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, and reducing cycle time of parts acquisition, ensuring and documenting standardized configurations.

Detail Justification For - 3A09: Tower Simulation Systems (TSS)/Tower Training Stimulator (TTS)

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3A09: Tower Simulation Systems (TSS)/Tower Training Stimulator (TTS)	$6,000	$5,100	$3,100

What is this program and why is it important?

The **Tower Simulation System (TSS) Program** provides realistic simulators crucial for Air Traffic Controller (ATC) training. With 111 simulators nationwide, the program supports qualification, certification, refresher training, and airport sighting to assess risks and new procedures. TSS plays a key role in the complex process of training tower controllers, which includes classroom, simulator, and live-position training to ensure a safe and efficient National Airspace System (NAS).

Figure 1: This is a Large Permanent TSS located in the Western Pacific Regional Office. The Visual Database shown in the simulation is of Camarillo Airport in Camarillo, California

In addition to training new hires, all active air traffic controllers' complete annual refresher training, including simulations of life-threatening emergencies to ensure real-world readiness. New controllers begin training at the FAA Academy in Oklahoma City, where 70% of their 24-day program is simulator-based. Controllers transferring to larger towers also complete at least 10 days of simulator training.

TSS systems are stand-alone and require in-person programming and maintenance at 95 locations nationwide. Without network connectivity, updates are time-consuming and costly, increasing travel, labor, and downtime that can delay training. Connecting TSS to a network would reduce these costs and risks. **Enhancement 2** funding will expand TSS installations to more towers and connect systems to the FAA intranet, allowing remote management, updates, and training scenario creation. This will reduce travel costs, improve efficiency, minimize disruptions, and enhance data collection and analysis for better training outcomes.

Detail Justification For - 3B01: Aeronautical Center Infrastructure Sustainment ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3B01: Aeronautical Center Infrastructure Sustainment	$39,000	$20,000	$20,000

What is this program and why is it important?

The **Mike Monroney Aeronautical Center**, comprising 137 leased and FAA-owned buildings ranging from a few months to 73 years old, supports vital FAA missions including training air traffic controllers and technicians. The facilities also manage FAA's National Airspace System inventory. To prevent deterioration, the focus will be on replacing aging infrastructure like HVAC systems, electrical and plumbing systems, roofs, and fire protection, and to improving seismic and wind bracing.

The program will invest in the design and construction of system replacements (HVAC, plumbing, electrical), technology upgrades, telecommunications replacement, and various facility renovations, including Hangar 8 and the Industrial Waste Treatment Plant.

Renovating these facilities improves energy efficiency, reduces maintenance costs, upgrades telecommunications, and enhances productivity through better environmental controls and space efficiency. These improvements will extend the buildings' useful life by 25-30 years, ensuring continued support for the FAA workforce and benefiting the American public by maintaining operational readiness and safety.

Detail Justification For - 3B02: Distance Learning
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
3B02: Distance Learning	$1,000	$1,000	$1,000

What is this program and why is it important?

The **Distance Learning Program** provides funding for the FAA transitioning to infrastructure support of Virtual Training Technologies, blended learning, and an immersive, virtual/augmented reality environment. This Program provides the infrastructure to deliver simulations and training to all personnel at the FAA, U.S. Customs and Border Protection, Commercial Space Transportation, and international students. Through these investments, air traffic controllers and technicians can build and maintain competencies within their areas of expertise without incurring the time, travel, and per diem costs associated with in-person training.

Activity 4 - Facilities and Equipment Mission Support

For Activity 4, the budget requests $223.9 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 $64.7 million below the FY 2025 level, primarily due to the Aeronautical Information Management Modernization program moving under Activity 2.

Detail Justification For - 4A01: System Engineering and Development Support ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
4A01: System Engineering and Development Support	$36,500	$36,000	$39,000

What is this program and why is it important?

The **System Engineering and Development Support** program funds a wide range of research, strategic planning, systems engineering, and technical and financial support services essential to achieving FAA mission objectives. It provides contract support for enhancing the Air Traffic System, maintaining Enterprise Architecture, and advancing NAS modernization. The funding also supports streamlined systems engineering, business case development, and consistent application of acquisition and budgetary processes.

This program supports research and testing of emerging technologies and procedures to guide the development and deployment of future NAS enhancements. It ensures large-scale feasibility within the evolving air traffic system and supports simulation tools, software, and program management resources.

Through cost-effective support service contracts, the program advances aviation safety, security, and efficiency. It enhances software tools, updates infrastructure roadmaps, and streamlines task execution and product implementation, improving responsiveness and resource tracking across NAS programs.

Detail Justification For - 4A02: Program Support Leases
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
4A02: Program Support Leases	$45,000	$45,000	$55,000

What is this program and why is it important?

The **Program Support Leases** portfolio pays for rents on approximately 2,800 real estate leases for land and space required for facilities that are components of the National Airspace System. Funds are also required to provide the necessary real property rights for land, tower space, aerial easements, and technical operational space. These leases and property rights directly support air traffic control.

Maintaining operational ground based navigational aids, towers, facilities, and equipment is paramount to the safety of the flying public. Accurate management will prevent FAA from incurring significant costs associated with defaults on leases. Funding for the implementation of co-location, consolidation, and oversight measures are an integral part of this program in order to achieve long-term savings and effective use of taxpayer dollars.

Detail Justification For - 4A03: Logistics and Acquisition Support Services ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
4A03: Logistics and Acquisition Support Services	$12,000	$12,000	$12,000

What is this program and why is it important?

The **Logistics and Acquisition Support Services** program funds contractor support for property, acquisition, and asset management activities, including planning, documentation, audits, and facility upgrades. It supports a wide range of FAA facilities nationwide, including control towers and radar centers.

Funds also cover drawing/design support for space management at key FAA locations and support for Defense Contract Audit Agency audits, as required under FAA Acquisition Management System policies. This oversight ensures responsible, transparent use of taxpayer funds.

Detail Justification For - 4A04: Mike Monroney Aeronautical Center (MMAC) Leases ($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
4A04: Mike Monroney Aeronautical Center (MMAC) Leases	$16,400	$16,900	$16,900

What is this program and why is it important?

The **Mike Monroney Aeronautical Center (MMAC) Leases** program pays for 2.7 million square feet of leased space and 1,057 acres of land, having a leased facility replacement value of $804 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 requires extensive land for National Airspace System (NAS) test sites, offices, warehouses, and training facilities. As a Level IV security site, it supports critical FAA functions whose disruption would seriously impact the NAS. Key missions include training 90,000 FAA and international students annually, providing logistics and supply support to FAA and military sites, offering engineering services for NAS systems, conducting aviation medical and human factors research, and managing certification and registration of safety-related personnel and equipment.

Detail Justification For - 4A05: Transition Engineering Support
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
4A05: Transition Engineering Support	$17,000	$16,000	$16,000

What is this program and why is it important?

The **Transition Engineering Support** program supports the National Airspace Integration Support Contract (NISC). NISC 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. NISC program supports other national programs initiatives by helping to define, secure, and administer the use of specialized professional labor data, which is often difficult to capture.

Funds will support the NISC IV Program, which plays a key role in assisting the FAA's technical workforce. The requested funds will cover program acquisition management, financial management, continued operation and IT support. The NISC IV will continue to provided 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.

The NISC Program provides a contract vehicle that supplies a supplemental workforce to meet the needs and schedules of the NAS modernization. NISC provides broad support for implementation, planning, engineering, safety, and program management across air traffic systems.

Detail Justification For - 4A06: Technical Support Services Contract (TSSC)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
4A06: Technical Support Services Contract (TSSC)	$28,000	$24,000	$20,000

What is this program and why is it important?

The **Technical Support Services Contract (TSSC) program** is a long-standing contract vehicle that provides supplemental engineering, installation, maintenance, and technical services across the NAS. It supports demands and site-specific implementation efforts without expanding the federal workforce. TSSC enables efficient execution of capital improvement projects by ensuring timely, cost-effective, modernization and infrastructure upgrade, while maintaining safety, security, and quality control and effective contractor management.

Detail Justification For - 4A07: Resource Tracking Program (RTP)
($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
4A07: Resource Tracking Program (RTP)	$9,000	$10,000	$10,000

What is this program and why is it important?

The **Resource Tracking Program (RTP)** is a computer management system (including hardware, software, development, training, and support) used by the FAA Service Centers, Headquarters, the William J. Hughes Technical Center, and the Mike Monroney Aeronautical Center for identifying requirements, internal budget preparation, implementation planning, resource estimating, project tracking, and measuring performance of projects. The Corporate Work Plan process is the Air Traffic Organizations method to implement approved projects and to standardize National Processes in support of the National Airspace System. The Corporate Work Plan system, which falls under the RTP program, is used to track all Air Traffic Organization capital projects from cradle to grave. This system is also used to develop the Corporate Work Plan and work releases for the Technical Support Services Contract. The Corporate Work Plan and its supporting data are continuously used for reporting project metrics to project managers, responsible engineers, program offices, finance, and various other customers.

Funding will continue to keep hardware and software licenses current, program/project management support for the National Airspace Systems, upgrade training documentation, and continue to provide training to users and data administrators. The hardware and software for the Corporate Work Plan must be constantly maintained and upgraded, to support FAA and the processes that will be impacted as it continues to evolve as well as maintain compliance with FAA IT Security requirements

This system is a part of the CROSS (CWP, REGIS, OBIWAN, SPIRE, and SAPS) program and interfaces with DELPHI, the Funds Control Module and various other systems. The Corporate Work Plan is a centralized system with load-balanced servers residing in Oklahoma City, Oklahoma.

Detail Justification For - 4A08: Center for Advanced Aviation System Development (CAASD)

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
4A08: Center for Advanced Aviation System Development (CAASD)	$55,000	$55,000	$55,000

What is this program and why is it important?

The **Center for Advanced Aviation System Development (CAASD)** is an FAA-sponsored Federally Funded Research and Development Center operated under a Sponsoring Agreement with the MITRE Corporation since 1990. CAASD 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, under the Capital Investment Plan. CAASD provides support and guidance in an environment aligned with the FAA and free of competitive pressures because a Federally Funded Research and Development Center neither competes with private industry nor manufactures hardware products or software.

CAASD provides the FAA with critical research, systems engineering, and technical expertise to support operational and technological advancements in the National Airspace System (NAS). With deep knowledge of FAA operations and international aviation, CAASD offers objective, system-wide insight and access to sensitive data not available to typical contractors.

As a Federally Funded Research and Development Center, CAASD supports the development of Enterprise Architecture, investigatory prototypes, and tools essential to FAA modernization, including Trajectory Based Operations. Its unique capabilities are vital during this pivotal time in NAS evolution.

Activity 5 - Personnel and Related Expenses

The budget requests $670.0 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 represents an increase of $35.3 million above the FY 2025 level. This increase will cover the annualization of FY 2025 pay raise, an increase in non-pay requirements, and additional positions to support the Radar Replacement program.

Detailed Justification for – 5A01: Personnel Compensation Benefits and Travel (PCB&T)

($000)

Activity/Component	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Benefits	$543,288	$565,279	$573,181
Non-Pay	$91,451	$69,460	$96,819
Total	**$634,739**	**$634,739**	**$670,000**
Total FTE	**2,641**	**2,641**	**2,666**

What is this program and why is it important?

This request provides funding for the personnel, travel and related expenses for the Facilities and Equipment (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.

In FY 2026, the FAA workforce will prioritize **Project LIFT** to accelerate the transition from our existing communications infrastructure that still uses TDM technology to a more modern IP infrastructure. Additionally, under the new **Radar Replacement**, the FAA will begin a full-scale replacement of legacy radars within NAS. Both of these major priorities depend on the specialized and dedicated workforce funded under this budget line item.

F&E personnel and related expenses are distributed across FAA Organizations as follows:

($000)

Organization	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
ATO	$461,289	$463,897	$495,356
AVS	$12,401	$12,273	$12,446
AFN	$50,800	$50,986	$53,458
ANG	$109,422	$106,922	$107,899
ASH	$827	$661	$841
Total	**$634,739**	**$634,739**	**$670,000**

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 seventy-five percent of the workforce is located in field offices.

The FAA's Facilities and Equipment capital program develops and implements new technologies to meet future demand and to sustain the current NAS. Without the personnel to carry out these efforts, the investments will fail to render their intended benefits to the flying public.

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3C. Reseach Engineering & Development

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, 2028: 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.

Note.—This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119–4).

EXHIBIT III-1
Research, Engineering and Development
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2024 ENACTED	FY 2025 Full Year CR	FY 2026 REQUEST
Research, Engineering and Development	$ 280,000	$ 280,000	$ 165,000
TOTAL BASE	$ 280,000	$ 280,000	$ 165,000
FTEs	198	198	198
Direct Funded			
Reimbursable, allocated, other			
IIJA Supplemental (Division J)			
Faclities & Equipment			
Airport Infrastructure Grants			
Airport Terminal Program			
TOTAL, Base appropriations	$ -	$ -	$ -
FTEs			
Direct Funded			
Reimbursable, allocated, other			
Account	$ 280,000	$ 280,000	$ 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.

EXHIBIT III-1a
Research, Engineering and Development
SUMMARY ANALYSIS OF CHANGE FROM FY 2025 TO FY 2026
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2025 Full Year CR	$280,000	198
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 Raise	604	
SUBTOTAL, ADJUSTMENTS TO BASE	**604**	**198**
PROGRAM REDUCTIONS		
Research, Engineering and Development	-115,604	
SUBTOTAL, PROGRAM REDUCTIONS	**-115,604**	**0**
PROGRAM INCREASES		
SUBTOTAL, PROGRAM INCREASES	**0**	**0**
FY 2026 REQUEST	**165,000**	**198**

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.

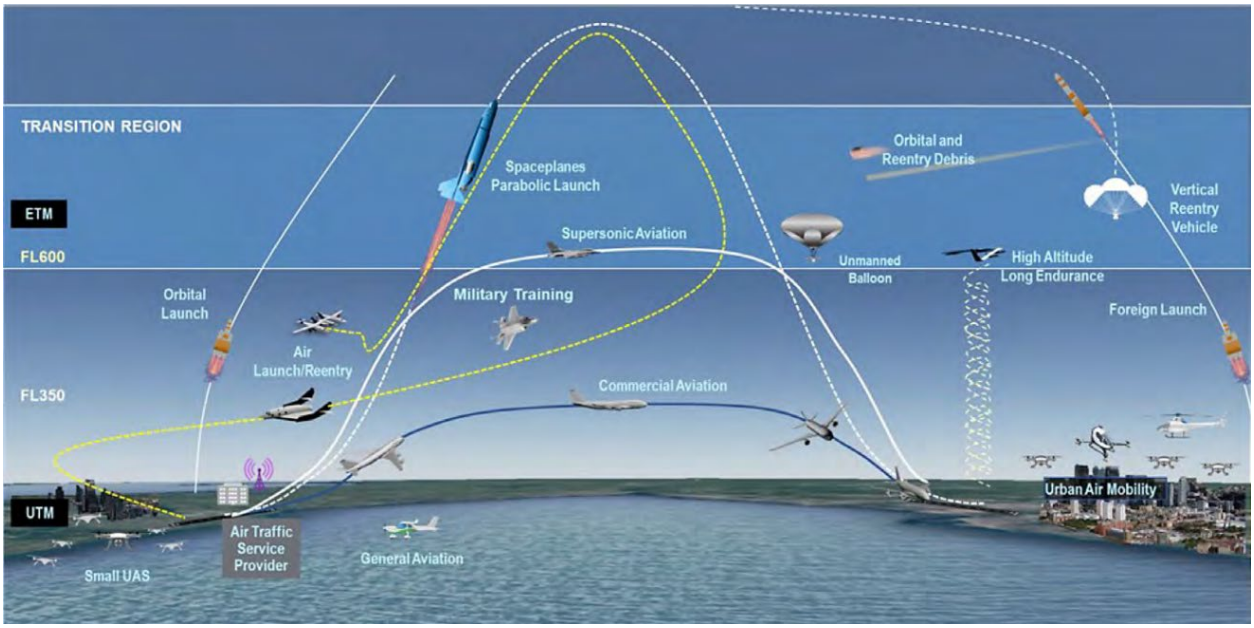
The NAS is evolving to support diverse aerospace operations brought about by new technologies and vehicle types. As the world becomes more digitally interconnected, there is exponential growth in data availability, computing power, and storage capacity.

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:

- 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



Detailed Justification for A11.a Fire Research and Safety

FY 2026 – A11.a Fire Research and Safety – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	4,850	4,400	4,444
Program Costs	2,286	4,350	2,203
Total	**7,136**	**8,750**	**6,647**
FTE (if applicable)	**24**	**22**	**22**

What is this program and why is it important?

The Fire Research and Safety Program focuses on prevention of in-flight fire accidents and survivability improvement 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 (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.

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	Reports and datasets that describe: - 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	Reports and datasets that describe: - 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	- 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

Detailed Justification for A11.b Propulsion and Fuel Systems

FY 2026 – A11.b Propulsion and Fuel Systems – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	2,386	2,504	2,424
Program Costs	1,614	2,670	1,776
Total	**4,000**	**5,174**	**4,200**
FTE (if applicable)	**12**	**12**	**12**

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 is focused on three key elements: (1) Safe implementation of Electrified Propulsion; (2) Safe Hydrogen Propulsion; and (3) Multi and Open Rotor Safety.

The electrified propulsion effort 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.

Multi-and Open Rotor Safety builds on methodologies developed to mitigate the risk of uncontained engine failures, such as the LS-DYNA® software that is used by industry to simulate rotating parts liberation, impact, and penetration. Open rotor, as well as Multi Rotor systems (as proposed in urban mobility applications) pose concerns with respect to cascading failure of the propulsion system, as well as cabin and fuel tank safety, especially when coupled with use of hydrogen tanks. This program develops advanced analysis methods and modeling tools to evaluate propulsion containment systems, shielding for critical areas, and vulnerability analysis tools necessary to protect the aircraft and its passengers.

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.

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

Detailed Justification for A11.c Advanced Materials/Structural Safety

FY 2026 – A11.c Advanced Materials/Structural Safety – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	1,086	900	1,010
Program Costs	13,634	13,820	3,230
Total	**14,720**	**14,720**	**4,240**
FTE (if applicable)	**6**	**5**	**5**

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. This level of funding will support administration of the FAA Joint Centers of Excellence for Advanced Materials as required by the FAA Reauthorization Act of 2018 (P.L. 115-254).[1]

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.

Major Activities Planned:

Objective	Expected Outputs
Stable Service Behaviors of Advanced Materials and Structures: Investigate in-service aging behaviors of advanced metallic and non-metallic materials and structures. FY 2026	An understanding of aging behaviors, including fatigue, that occur in advanced materials and structures in different operating environments

[1] https://www.faa.gov/about/reauthorization

Objective	Expected Outputs
activities will focus on fatigue on high criticality, metal additively manufacturing parts, and aging of structural bonds on composite rotorcraft blades	
New Manufacturing Process Controls and Guidelines: Identify unique process control aspects for manufacturing of new materials and structures introduced in aviation products. FY 2026 activities will focus on resin-infused materials, ceramic matrix composites, metallic and non-metallic additive manufacturing, and snap-cure thermoset composites	An understanding of the maturity, key characteristics, and key process parameters of new materials and processes, public specifications, and material databases
Behavior of Advanced Materials in Large Scale Structures: Understand differences in properties and behaviors of both existing and new composite materials, such as those with continuous and discontinuous fiber reinforced thermoplastic resin systems, when scaled from standard-size coupons to real aircraft structure	An understanding of the behavior of new composite material forms at structural scale, because many advantageous behaviors, such as improved load redistribution and size effects may not be apparent until larger scale evaluations, allowing industry to further advance product cost and weight savings
Modern Inspection Methods Evaluations: Evaluate advanced manufacturing inspection methods proposed by manufacturers, such as in-situ monitoring and machine learning. FY 2026 activities will focus on in-situ monitoring of composites and advanced manufacturing parts	An understanding of the capabilities and limitations of advanced manufacturing inspection methods

Detailed Justification for A11.d - Aircraft Icing

FY 2026 – A11.d Aircraft Icing – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	1,191	1,000	808
Program Costs	1,281	2,064	1,990
Total	**2,472**	**3,064**	**2,798**
FTE (if applicable)	**6**	**5**	**4**

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 (AAM) 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 hold over 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	- Annual winter guidance for fluid hold over 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 for predicting the presence of ice crystals aloft	- Testing results leading to the development of analytical tools - Operationalized capability of the HIWC-ALPHA tool

Objective	Expected Outputs
Icing Effects on New Transport Airplanes: Support the collaborative development of numerical tools for determining the impacts from flight-in-icing including Supercooled Large Drop (SLD) icing conditions	- 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

Detailed Justification for A11.e Digital System Safety

FY 2026 – A11.e Digital System Safety – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	1,836	1,993	808
Program Costs	1,853	3,769	4,567
Total	**3,689**	**5,762**	**5,375**
FTE (if applicable)	**8**	**8**	**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.

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

Detailed Justification for A11.f Continued Airworthiness

FY 2026 – A11.f Continued Airworthiness – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	3,832	2,800	2,828
Program Costs	4,593	7,539	5,370
Total	**8,425**	**10,339**	**8,198**
FTE (if applicable)	**15**	**14**	**14**

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.

Major Activities Planned:

Objective	Expected Outputs
Evaluate the Certification and Continued Airworthiness Issues Associated with Emerging Metallic Technologies: In collaboration with industry and academia, conduct research to address potential certification and continued airworthiness issues arising from the implementation of emerging metallic technologies used in fatigue critical applications	Data and methodologies that can be used to develop guidance, policy, and support certification compliance for emerging metallic technologies
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 (M&S) Validation and credibility assurance framework (CAF): 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 F&DT methods that can be used in efficient certification and fleet management for new and existing products, respectively.
Environmentally Assisted Cracking (EAC) and Stress Corrosion Cracking (SCC) in Critical Aircraft Structure	Development of effective certification testing protocols and predictive methods for effectively managing existing fleets.

Detailed Justification for A11.g Flight Deck/Maintenance/System Integration Human Factors Program

FY 2026 – A11.g Flight Deck/Maintenance/System Integration Human Factors Program – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	5,446	4,200	3,700
Program Costs	8,855	9,601	10,735
Total	**14,301**	**13,801**	**12,410**
FTE (if applicable)	**28**	**21**	**18**

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.

FY 2026 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 improving the integration of human factors from aircraft design to operation.

Major Activities Planned:

Objective	Expected Outputs
Identify Certification Efficiencies in Human Factors from SMS: Review existing oversight methods and digital tools, identify gaps, and improve upon the experts' capabilities to effectively oversee the requirements for Safety Management System (SMS)	Review and improve workforce skills needed by: - Reporting on existing oversight systems and gaps - Recommending Next Level of Oversight System for SMS - Establishing and evaluating Proof of Concept

Objective	Expected Outputs
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

Detailed Justification for A11.h System Safety Management/Terminal Area Safety

FY 2026 – A11.h System Safety Management/Terminal Area Safety – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	2,879	2,100	2,222
Program Costs	6,373	11,600	6,874
Total	**9,252**	**13,700**	**9,096**
FTE (if applicable)	**13**	**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 for 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 the 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.

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 to 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
Evaluating modern flight simulation: Determine methods to evaluate augmented and visual reality in pilot training.	Data to inform guidance for qualification of immersive flight simulation.
Evaluate effects of cognitive bias in carrier procedures: Study the factors causing cognitive bias in pilot decision-making during approach and landing operations.	Best practices for air carriers to avoid cognitive bias in terminal area operations.
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.

Detailed Justification for A11.i Air Traffic Control/Technical Operations Human Factors

FY 2026 – A11.i Air Traffic Control Technical Operations Human Factors – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	3,676	3,900	4,040
Program Costs	2,235	2,093	1,669
Total	**5,911**	**5,993**	**5,709**
FTE (if applicable)	**22**	**20**	**20**

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:*[2]

The public will benefit from this mandatory research (49 USC Section 445)[3] 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.

Major Activities Planned:

Objective	Expected Outputs
Develop Training and Procedural Guidance Recommendations for Mitigating the Potential Deskilling Effects of Long-Term Automation Use: Minimize negative	Report with recommendations for mitigating deskilling effects of long-term automation use

[2] https://www.faa.gov/documentLibrary/media/Order/9550.8.pdf
[3] https://uscode.house.gov/view.xhtml?req=granuleid%3AUSC-prelim-title49-chapter445&edition=prelim

Objective	Expected Outputs
impacts of increased automation on controller performance	
Define Human Supervisory Control Interactions and Performance Measures for Shared Computer-Human ATC Methods using Advanced Artificial Intelligence Decision Aiding Approaches: Minimize negative impacts of increased automation on controller performance	Increase controller and controller team performance with alternative procedures and other mitigations to address increases in system automation and less frequent need for coordination among adjacent control positions
Develop Facility Operational Guidance and Training for Recognition and Mitigation of Workload Effects on Controller Fatigue and Performance: Improved performance and safety through stress training	Post-training-implementation success stories and lessons learned to mitigate the potential for workload effects on controller fatigue and performance
Recommend Consensus Standards for Job Task Performance for Controllers and Technical Operations Personnel Addressing Unique Situational Human Factors Considerations: Controller performance standards that consistently measure progress in training and to support job placement and support decisions	Report on continued success of field facilities and FAA Academy implementation of consensus standards for controller and technical operations personnel job task performance addressing unique situational human factors considerations

Detailed Justification for A11.j Aeromedical Research

FY 2026 – A11.j Aeromedical Research – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	5,094	4,900	5,050
Program Costs	4,906	8,400	5,344
Total	**10,000**	**13,300**	**10,394**
FTE (if applicable)	**30**	**25**	**25**

What is this program and why is it important?

The Aeromedical Research program focuses on safety sensitive personnel and airline passenger health, safety, and performance in current and forecasted future civilian aerospace operations. It performs aerospace-relevant applied research in the biomedical, biodynamics, and survivability/cabin safety sciences. This research culminates in the transition of knowledge and technology to enable innovation in aerospace operations and mitigation and prevention of aeromedical hazards associated with aerospace mishaps.

The public will benefit from better protection and survivability in the event of an aircraft accident or incident. Simultaneously, the aerospace industry will benefit from evidence-based regulations and standards, which are right-sized according to the evidence, while ensuring continued operational safety.

Major Activities Planned:

Objective	Expected Outputs
Cabin Health Safety Preparedness During Disease Outbreaks: Validate a previously developed airport gate/narrow-body aircraft communicable disease transmission risk analysis model	- Summary technical report - Datasets - Model/simulation
Performance-Based Pilot Medical Certification: Develop a proof-of-concept testing capability to objectively assess a pilot's ability to perform certain piloting tasks, taking into consideration health-related factors, in the Aviation Medical Examiner's office setting	- Summary technical report - Datasets - Prototype
Alternative Neurocognitive Tests for Pilot Medical Certification/Special Issuance: Validate three alternative assessment	- Summary technical report - Datasets

Objective	Expected Outputs
batteries developed for the FAA based on commercially available neurocognitive tests for use in medical certification of pilots with neurological and/or psychological conditions	
Performance-Based Rules for Aircraft Seating Systems: Evaluate existing model credibility standards and develop new standards focusing on individual aircraft structural design features.	Summary technical report: - Analytical data - Proposed updates to certification standards and guidance
Enhancing drug and alcohol program safety assurance: Model the association between RNA biomarker expression patterns and degree of neurocognitive impairment resulting from acute cannabis use	- Summary technical report - Biomarker panel with impairment levels

Detailed Justification for A11.k Weather Program

FY 2026 – A11.k Weather Program – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	2,491	2,573	1,818
Program Costs	12,295	17,427	13,618
Total	**14,786**	**20,000**	**15,436**
FTE (if applicable)	**9**	**9**	**9**

What is this program and why is it important?

The Weather Program performs applied research to enhance safety and operational efficiency in adverse weather conditions in the NAS, as well as in oceanic and remote regions.

Weather is 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 the reduction of air carrier delays and avoidable delay costs. In addition, flight into hazardous weather poses a significant safety risk for both manned and unmanned flight. For example, according to the National Transportation Safety Board, from 2009-2022,[4] 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. Avoiding such hazards requires timely, accurate, and effective presentation of current and predicted weather to pilots, controllers, and airline operations personnel.

The Weather Program develops capabilities to improve observations, diagnoses, and forecasts of weather information to support operational planning and decision making by users including Air Traffic Management (ATM), flight dispatchers, and pilots. It provides research, analyses, development, and demonstrations to advance capabilities to observe and predict the onset of weather conditions that affect aviation operations. It also leverages advances in meteorological science to enhance observation methods, improve weather prediction models, and produce increasingly accurate forecasts of convection, turbulence, icing, and low ceiling and visibility conditions. Timely dissemination and presentation provide decision support input to enable Traffic Flow Management, controllers, pilots, and airline operations personnel to implement tactical and strategic Traffic Management Initiatives to avoid encounters with severe weather, reduce delays, and mitigate safety risks.

These capabilities will support and inform dispatcher, pilot, and air traffic management decisions resulting in adverse weather avoidance, reduced air traffic delays, increased air travel predictability for the flying public, and reduced CO_2 emissions. The improvement of weather

[4] https://www.faa.gov/newsroom/turbulence

diagnosis and forecasting capabilities, and establishment of tangible standards and guidelines for providing weather support to Unmanned Aircraft Systems/Advanced Air Mobility (UAS/AAM) operations will significantly enhance the economic benefit expected from this aviation sector. This request will enable the Weather Program to continue to develop and enhance capabilities to observe, predict, diagnose, and disseminate information about aviation-related weather conditions with increasing accuracy, timeliness, and effectiveness.

Major Activities Planned:

Objective	Expected Outputs
Develop Enhancements to Low-Level Numerical Weather Prediction Model 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 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

Detailed Justification for A11.l Unmanned Aircraft Systems Research

FY 2026 – A11.l Unmanned Aircraft Systems Research – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	1,733	1,901	1,400
Program Costs	29,395	29,099	14,167
Total	**31,128**	**31,000**	**15,567**
FTE (if applicable)	**7**	**7**	**7**

What is this program and why is it important?

The FAA's data, analysis, and research needs for Unmanned Aircraft Systems (UAS) and Advanced Air Mobility (AAM) integration are supported by the Unmanned Aircraft Systems Research Program and other appropriations. 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 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 FAA's strategic outlook for UAS and AAM integration research is characterized by increased beyond visual line of sight operations and an increasing tempo of AAM operations. Near term research must address key focus areas to enable these operational advancements.

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.
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.

Detailed Justification for A11.m Alternative Fuels for General Aviation

FY 2026 – A11.m Alternative Fuels for General Aviation – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	0	0	0
Program Costs	11,201	16,000	10,000
Total	**11,201**	**16,000**	**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.

Leaded aviation gasoline (avgas) is the only remaining transportation fuel in the U.S. that contains lead additives. In October 2023, the EPA announced a final endangerment finding that lead emissions from aircraft operating on leaded fuel, cause or contribute to air pollution which may reasonably be anticipated to endanger public health and welfare under the Clean Air Act. Safe alternatives must be in place before leaded gasoline becomes unavailable.

Funding will support research activities related to co-mingling testing of multiple unleaded fuels, oils, and fuel additives, and research complement early integration activities supporting the safe deployment and usage of unleaded fuels by the general aviation community. FY 2026 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 ($75B).[5] GA, its economic contributions, and other benefits are at risk unless the fleet can transition to safe alternative fuels before leaded gasoline becomes unavailable.

[5] General Aviation Manufacturers Association (GAMA) study conducted in 2020 (https://gama.aero/wp-content/uploads/GAMA_2019Databook_Final-2020-03-20.pdf)

Major Activities Planned:

Objective	Expected Outputs
Unleaded Fuel Co-Mingling: Validate whether available unleaded fuels can be safely co-mingled at various ratio combinations, both engine and flight testing	- Research reports on test outcomes of differing combinations of co-mingled fuel formulations and differing unleaded fuel ratio combinations
Early Deployment Demonstration Projects and Testing to 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	Technical reports demonstrating: - The suitability and operability of unleaded fuels in field use - The reproducibility of encountered issues with unleaded fuels and recommended mitigations
Engine Technology Modifications and Aircraft Operating Changes: Validate engine/aircraft modifications and operational changes that could be implemented to allow broader use of unleaded fuels and reduce harmful emissions	Research reports on the effectiveness of technological and operational changes that could be safely implemented to use 100-octane unleaded fuel in high-performance aircraft

Detailed Justification for A11.n Commercial Space Transportation Safety

FY 2026 – A11.n Commercial Space Transportation Safety – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	0	0	0
Program Costs	2,000	12,379	4,200
Total	**2,000**	**12,379**	**4,200**
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 using new technologies, standards, or processes, (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 Office of Commercial Space Transportation (AST), and by addressing mid-term research questions of common interest to FAA AST, 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.

Licensing enhancements and increased efficiency will be achieved through the development of artificial intelligence tools and automation. This increased automation reduces license processing times, increases the bandwidth for CST to accommodate the growing number of license applications each year, and reduces dependency on manual processes. Reduced dependency on manual processes ensures redundancies are eliminated, workflows are optimized, resources are utilized effectively, and early identification of licensing trends be identified, allowing for better strategic planning to meet future demands.

Human spaceflight research addresses both public- and occupant safety by developing voluntary consensus standards for commercial human spaceflight; and developing a safety framework that

will update the recommended practices for Human Space Flight Occupant Safety.

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 systems to increase licensing efficiency by leveraging Artificial Intelligence/Machine Learning (AI/ML) methodology	- Development of automated systems to increase licensing throughput by leveraging AI/ML methodology.
Human Spaceflight Research: Develop standards and methodologies that can be used as a data-driven basis to create rules and guidance on Human Spaceflight	- Guidance for data collection methods, specific data elements, and database architecture. - Develop standards and methodologies that can be used as a data-driven basis to create rules and guidance on Human Spaceflight.
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.

Detailed Justification for A11.o Wake Turbulence

FY 2026 – A11.o Wake Turbulence – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	915	1,031	808
Program Costs	2,813	3,212	3,920
Total	**3,728**	**4,243**	**4,728**
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 unpiloted 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 near the San Francisco International and John F. Kennedy International airports and uses the site data to develop assessments of hazardous wake encounter risk. The program is also using enroute aircraft generated wake turbulence data provided by the National Research Council of Canada to assess wake hazard encounter risk for aircraft flying at cruise altitude. 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 for the development of dynamic flight capacity increasing wake hazard mitigating ATC procedures and supporting ATC automation systems upgrades.

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.

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	Aircraft type wake hazard mitigation recommendations for use by the ATC Aircraft Separation Service

Objective	Expected Outputs
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 160K aircraft wake tracks at SFO and JFK airports
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 one to two 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 five assessments will be developed for use by Safety Risk Management Panels in reviews of proposed changes to ATC aircraft separation procedures

Detailed Justification for A11.p Information/Cybersecurity

FY 2026 – A11.p Information/Cybersecurity – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	701	804	1,010
Program Costs	5,006	6,139	3,586
Total	**5,707**	**6,943**	**4,596**
FTE (if applicable)	**2**	**3**	**5**

What is this program and why is it important?

The Information/Cybersecurity program addresses the growing threats associated with the use of standardized signals. The goal is mitigation of any safety risks to aircraft operations that derive from cyber vulnerabilities, including the manipulation of signals to the aircraft from unauthorized transmitters.

The second focus area for cybersecurity research involves aircraft with a distributed architecture, including UAS, where the traditional cybersecurity boundary of the aircraft cannot be maintained. Drones and other operational concepts are introducing connections to the aircraft from ground control stations or networks that can affect the safety of the aircraft operation. Traditional aircraft cyber strategies that isolate safety-critical aircraft networks are not readily adapted to extending those networks off the aircraft, which can involve the use of commercial off-the-shelf (COTS) equipment and cloud services.

Cyber-attacks on any aircraft system could lead to devastating results across the aviation ecosystem and jeopardize passenger and personnel safety. System outages could occur, threat actors may have an operational impact on the aviation ecosystem including aircraft, or lead to the worst-case scenario of weaponizing various ecosystem components.

Major Activities Planned:

Objective	Expected Outputs
Exploitation of Standardized Aircraft Signals: Investigate techniques to assure safety in the presence of manipulation of standard external signals, such as GPS	Updates to standard signal protocols and aircraft integration guidance material
Exploration of means of cybersecurity protection for aircraft systems that rely on connections to/from the ground	Cybersecurity strategies to strengthen the safety posture of aircraft with safety-critical systems off-board the aircraft

Detailed Justification for A11.q Advanced Vehicle Technologies and Operations

FY 2026 – A11.q Advanced Vehicle Technologies and Operations – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	0	0	0
Program Costs	0	24,700	11,750
Total	**0**	**24,700**	**11,750**
FTE (if applicable)	**0**	**0**	**0**

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 the DOT Volpe Center and 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 and advance emerging aviation technologies provide valuable insight into the safety and performance of new civil aviation technologies. The AVTO program supports CLEEN Phase IV (Year 2) as it provides valuable technology testing opportunities that supply data for technology validation and standards development. These activities deliver critical insights into new and emerging technologies, enhancing both aviation safety through a more robust understanding of these technologies and American aviation industry competitiveness through accelerated innovation.

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, rotorcraft noise abatement procedures. 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.

Major Activities Planned:

Objective	Expected Outputs
CLEEN program: Test new technologies to gain insight into their performance	Testing data and reports on new aviation technologies - Performance results - Technical risks - Integration considerations
Safety and Performance Evaluation of New Technologies: Collect and analyze data on new vehicle technologies to evaluate risks and benefits	Research data and analysis on potential future vehicle technologies - Performance modeling
Agency Collaboration on Operational Procedure Optimization: Work with relevant FAA offices to develop improved operational procedures for a variety of vehicles	Improved agencywide understanding of vehicle performance and resulting implications for airspace system integration

Detailed Justification for A11.r Aviation Systems Performance Analysis

FY 2026 – A11.r Aviation Systems Performance Analysis – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	0	3,980	3,232
Program Costs	0	34,020	15,133
Total	**0**	**38,000**	**18,365**
FTE (if applicable)	**0**	**20**	**16**

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 and analysis provide data and knowledge to address gaps, ensuring that tools and standards development are data driven and that new technologies are 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 provides data to develop more robust analysis tools as well as to inform potential standards development.

Program research also focuses on understanding new technologies through testing and analysis. This includes fuel testing to ensure novel jet fuels are safe for use. Opposition to airspace redesign often centers around aviation impacts, especially vehicle noise. Similar challenges are anticipated with new entrants such as unmanned aerial systems, urban air mobility, civil supersonic aircraft, and commercial space vehicles. 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 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 vehicles and new technologies. 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 release
Evaluation of Emerging Entrants: Test and analyze new vehicle technologies to inform potential future integration	Data and improved modeling on UAS/AAM - Operational characteristics - Vehicle noise
Testing of Novel Jet Fuels: Ensure safety of novel jet fuels and improve testing methods	Data on jet fuels - Physical and chemical properties - Performance characteristics

Detailed Justification for A11.s System Planning and Resource Management

FY 2026 – A11.s System Planning and Resource Management – Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	1,797	1,897	1,414
Program Costs	3,300	4,191	2,480
Total	**5,097**	**6,088**	**3,894**
FTE (if applicable)	**7**	**7**	**7**

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 the 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.

Major Activities Planned:

Objective	Expected Outputs
Annual Statutory Deliverables to Congress: Deliver annual statutory deliverables[6] 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[7]: - 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)[8] REDAC and maximize the impact of federally funded R&D by accelerating the transfer of innovative technologies to the commercial marketplace	− Reports − Guidance − Transmittals

[6] 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
[7] 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
[8] https://uscode.house.gov/statutes/pl/100/591.pdf

Detailed Justification for A11.t Aviation Grant Management

FY 2026 – A11.t Aviation Grant Management – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	704	732	800
Program Costs	19,296	9,268	0
Total	**20,000**	**10,000**	**800**
FTE (if applicable)	**3**	**3**	**3**

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

Detailed Justification for A11.u William J. Hughes Technical Center Laboratory Facilities

FY 2026 – A11.u William J. Hughes Technical Center Laboratory Facilities – Budget Request
($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	2,841	2,973	2,424
Program Costs	2,606	7,521	4,173
Total	**5,447**	**10,494**	**6,597**
FTE (if applicable)	**12**	**12**	**12**

What is this program and why is it important?

The FAA requires 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 (WJHTC).

The WJHTC R&D laboratories provide researchers with an extremely high-fidelity environment, including the ability to emulate and evaluate field conditions. 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, and FAA laboratory space located within the National Aerospace Research and Technology Park.

These facilities allow the FAA to perform research in simulation rather than with live aircraft, generating cost savings. This is also intrinsically safer, and allows the study of the extremes that would not be possible in live flight conditions. The ability to partner and collaborate with government, academia, and industry fosters aviation innovation. The implementation of new technologies, such as the intelligent agent-based capability, allow for a reduction in the number of test subject participants needed for a given study; again, maximizing cost savings and efficiencies.

Executive Order (EO) 14028[9] requires all federal networks to undertake certain mandatory actions to improve network resiliency against specific cyber threats. EO mandatory actions include conducting cyber hygiene activities and zero trust implementation.

[9] https://www.federalregister.gov/documents/2021/05/17/2021-10460/improving-the-nations-cybersecurity

Major Activities Planned:

Objective	Expected Outputs
Development Laboratory Enhancements: Enhance simulation and data reduction software to capitalize on new advances in biometric data collection (i.e., smart watches and eye tracking)	- Less intrusive data collection techniques that decrease impact on human study participant's performance - Improved validity and more accurate data collected
Micro-Segmentation Product Evaluation Support: Identify and evaluate alternative technologies for deployment of enterprise FAA micro-segmentation	- Product Evaluation Performance reports - Identification of possible ROM cost - Schedule resource requirements if adopted - Identification of implementation/integration issues, if adopted
Cyber Hygiene Support: Identify and install software patches to eliminate newly identified vulnerabilities. Identify new software technologies for software products at EOL	- Updated and patched operational software - Identification of potential replacement technologies for EOL software
Network Infrastructure: Provide 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	Expanded capabilities that support research within the FAA, other government agencies, industry, and academic partners

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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 procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; 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 2026, 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 $41,827,000 shall be available for airport technology research.

Note.—This account is operating under the Full-Year Continuing Appropriations and Extensions Act, 2025 (Division A of Public Law 119–4).

EXHIBIT III-1
GRANTS-IN-AID FOR AIRPORTS
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2024 ENACTED	FY 2025 FULL YEAR CR	FY 2026 REQUEST
Grants-in-Aid for Airports	$ 3,663,443	$ 3,826,967	$ 3,783,173
Personnel & Related Expenses	$ 152,148	$ 156,232	$ 160,000
Airport Technology Research	$ 41,801	$ 41,801	$ 41,827
Airport Cooperative Research	$ 15,000	$ 15,000	$ 15,000
Small Community Air Service	$ 10,000	$ 10,000	$ -
TOTAL, Base appropriations	$ 3,882,392	$ 4,050,000	$ 4,000,000
FTEs			
Direct Funded	586	586	585
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 2026 Budget requests $4 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 2024 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.

EXHIBIT III-1a

GRANTS-IN-AID FOR AIRPORTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2025 TO FY 2026
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2025 FULL YEAR CR	$4,050,000	586
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 Pay Raise(s)	644	
Adjustment in Working Capital Fund	-17	
SUBTOTAL, ADJUSTMENTS TO BASE	**627**	**0**
PROGRAM REDUCTIONS		
AIP Grants Supplemental Funding	-50,000	-1
AIP Grants offset for uncontrollable increases	-626	
ACRP offset for uncontrollable increases	-1	
SCASDP program	-10,000	
SUBTOTAL, PROGRAM REDUCTIONS	**-60,627**	**0**
PROGRAM INCREASES		
AIP Grants increase to match $4 billion contract authority	6,832	
ADIP modernization	3,168	0
SUBTOTAL, PROGRAM INCREASES	**10,000**	**0**
FY 2026 REQUEST	**4,000,000**	**586**
Supplemental Appropriations	0	0
TOTAL	**4,000,000**	**586**

Executive Summary

What Is the Request and What Funds are Currently Spent on the Program?

For FY 2026, the Budget requests $4 billion to fund the Grants-in-Aid for Airports program, also known as the Airport Improvement Program (AIP). The Infrastructure Investment and Jobs Act (IIJA, Public Law 117-58) established the Airport Terminal Program (ATP) program with an annual advance appropriation of $1.0 billion and the Airport Infrastructure Grants (AIG) program with an annual advance appropriation of $3.0 billion, starting in FY 2022. These are separate and distinct programs from AIP. Combined, the $4.0 billion base budget, the $1.0 billion in ATP, and the $3.0 billion in AIG would make available $8 billion in FY 2026 for our Nation's airports.

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 more than 500 airports supporting commercial service and more than 2,800 general aviation airports that provide critical functions at the national, regional, and local level. The AIP also helps airports address environmental concerns for neighboring communities by funding National Environmental Policy Act reviews. It provides direct, on-going grant support for residential sound-insulation near airports with significant noise. The AIP requires grantees to procure goods, products, and equipment according to statutory Buy American provisions.

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 the 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 more than 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.

Detailed Justification for Grants-in-Aid for Airports

FY 2026 Grants-in-Aid for Airports Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses			
Program Costs	3,663,443	3,826,967	3,783,173
Total	**$ 3,663,443**	**$ 3,826,967**	**$ 3,783,173**
FTE	0	0	0

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

For FY 2026, 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.

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 resiliency by administering grants for expanded and newly eligible energy and infrastructure 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 2026.

The Infrastructure Investment and Jobs Act (IIJA, Public Law 117-58) established the Airport Terminal Program with an annual appropriation of $1.0 billion and the Airport Infrastructure Grant program with an annual appropriation of $3.0 billion, starting in FY 2022 through FY 2026. These are separate and distinct programs from AIP.

The ATP makes available competitive grants for airport terminal development (including multimodal and on-airport rail access) and airport-owned air traffic control tower projects that address the aging infrastructure of the nation's airports~~;~~ and fund projects that address aging infrastructure, improve airfield safety through terminal relocation, that encourage actual and potential competition; and that provide associated benefits to users of aviation and to communities near airports.

Through the AIG Program, as mandated by IIJA, the agency distributes funds by formula to both primary and non-primary airports in the National Plan of Integrated Airport Systems. Airports are expected to use the funds on a broad range of planning and development projects.

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 2026 will support the following key infrastructure projects:

- 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 improve the environment, the AIP will fund a pilot program for projects that measurably reduce or mitigate aviation impacts on noise, air quality or water quality and continue to fund projects required to achieve compliance with existing noise, air quality, and water quality laws and policies, with the goals of reducing impacts and streamlining processes.

- 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

[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

The AIP program is crucial to help support the FAA's mission to provide the safest and most efficient transportation system in the world. The AIP helps assure the American Public has a safe, reliable, efficient, and accessible system of airports to support and advance U.S. economic interests as well as technology, security, and safety at all levels of aviation user needs from next-day air deliveries to emergency support services.

The AIP supports the FAA's safety focus by providing funding for safety-related development at airports that benefit U.S. aviation consumers at all levels, whether commercial service and general aviation operators and passengers, or recipients of goods transported via aircraft worldwide. For example, AIP provides funds to airports to make improvements that help reduce runway incursions caused by either vehicle/pedestrian deviations or pilot deviations due to complex or confusing geometry at runway intersections, many of which were developed before modern airport design standards were established.

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 Systems at some airports. Other projects include pavement rehabilitation and geometric improvements to avoid pilot confusion and enhance safety.

The AIP ensures maintenance of existing airport infrastructure as well as modernization of the national system of airports. The AIP also supports vital technical and financial assistance for planning, environmental analysis, engineering design, and the construction or rehabilitation of terminals, hangars, runways, taxiways, and aprons as well as other measures to expand capacity and make more efficient use of airports.

A significant part of the FAA's safety mission also supports capacity and efficiency. For example, the AIP helps ensure that many paved runways at NPIAS airports are maintained in excellent, good, or fair condition. This reduces system delays by ensuring capacity is not compromised due to pavement safety issues.

Other AIP-funded safety projects serve to ensure system capacity and efficiency. For example, providing equipment to enable airports to keep runways and taxiways clear of snow, ice, and ponding water that can jeopardize aircraft directional control or braking action. Chemicals, plowing, and freeze-thaw cycles take a toll on runways, taxiways, and other paved areas, requiring careful environmental analysis and engineering planning to ensure adequate drainage. Additionally, AIP grants help fund professional planning, engineering, and environmental

consulting services, and pavement maintenance programs to ensure airports are maintained and operated in safe and serviceable conditions as required by statute (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.

Detailed Justification for Personnel and Related Expenses

FY 2026 Personnel and Related Expenses Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	122,712	123,423	124,040
Program Costs	29,436	32,809	35,960
Total	**$ 152,148**	**$ 156,232**	**$ 160,000**
FTE	562	562	561

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

For FY 2026, the Budget requests $160 million and 565 positions for the administrative expenses for the Office of Airports (ARP). The requested funding level will cover travel, equipment, contract support, and other logistics needed to implement the programmatic increases in FY 2026 per the enacted FAA Reauthorization. The request supports ARP's legislatively directed mission of leadership to plan and develop a safe and efficient national airport system to satisfy the needs of the aviation interests of the United States, with consideration for economics, environmental compatibility, local proprietary rights, and safeguarding the public investment. (See 49 U.S.C. 47103).

Funding will continue the modernization of the Airports Data and Information Portal (ADIP) system. In accordance with the ADIP Strategic Plan, ADIP has added and integrated geospatial tools and modules. Integration of airport data processes and systems will provide a full "one-stop" holistic system containing airport data and toolset for analysis.

These improvements are being completed so that the collection, analysis and sharing of data is streamlined and creates a more accurate and efficient process. The funding will develop and enhance the toolsets and the operations and maintenance of:

- Runway Airspace Management Module
- Pavement Management Module
- Airport Planimetric Data Collection
- Enterprise Information Management (EIM) Initiative
- General ADIP Tool Enhancements

Runway Airspace Management Module - develop an automated airspace analysis toolset that streamlines legacy manual processes.

Pavement Management Module - complete deployment of the Pavement Management Tool and continue with data population activities that will allow for enhanced predictive analytics.

Airport Planimetric Data Collection - complete development of the airport geospatial/planimetric data collection tool and continue with the collection of geospatial data collection of identified Part 139 airports. This data will be used to support numerous internal applications within the Office of Airports and the FAA. The geospatial data collected will allow for predictive analytics to support various runway safety initiatives.

EIM Initiatives - continue to enhance ADIP to support the overall FAA EIM Initiatives that are being led by the Chief Data Officer (CDO) in AFN and the ARP Data Action Plan. These initiatives will help with sharing data within the FAA and industry.

General ADIP Tool Enhancements - continual enhancements and integration of the portfolio of various ADIP applications is necessary to support Industry, the ADO's and the Regions requirements.

Additionally, the Agency is increasing the emphasis on General Aviation (GA) Safety. The FAA's commitment is to reduce the fatality rate in the GA-specific sector of the National Airspace System. This commitment extends from not just the ground training and flight training of individuals, but also to the GA airfield environment in which the GA community operates. 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 improve general safety, and to boost a GA airport operator's safety oversight, ARP staff, will continue to conduct general assessments on airports. This initiative will allow field personnel to assess the overall status of an airport operator's compliance with safety standards. This approach to improving the safety conditions at an airport is expected to exponentially improve airport safety by developing a strong safety culture and engaging all ARP personnel early and often.

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

Congress statutorily directed the FAA to plan and develop a safe and efficient national airport system to satisfy the needs of the aviation interests of the United States, with consideration for economics, environmental permitting, local proprietary rights, and safeguarding the public investment.

The FAA's Office of Airports has responsibility for maintaining this plan and associated systems to include establishing standards for the safe planning, data collection, design, construction, operation, and maintenance of the nation's airports. This is critical because the safe operation of air transportation requires nationwide and (in certain cases) international consistency in design standards, construction standards, signage, marking, lighting, and emergency response.

ARP personnel possess expertise in many professional and technical areas, as they regularly engage in opportunities to work collaboratively across government agencies, with industry, and with affected stakeholders. It is important to have the appropriate amount and technically competent staff to perform work on behalf of the American public to maintain the existing national airport system. 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.

Ensuring the quality and integrity of airport data is a top goal for the Office of Airports. In order to realize this goal, we have integrated data collection and analysis systems funded under other contract vehicles into one system called the ADIP. The integration of these disparate data collection processes and workflows into ADIP also meets the agencies EIM goals. ADIP allows for a "one stop shop" for the collection of safety critical data and associated attributes. Safety critical data includes, but is not limited to, the geospatial location and elevation of runway ends, navigational aids, potential obstructions near airports and other topographic features that are collected using geospatial technologies to enhance the safety of flight (example: wildlife attractants such as waterways, marsh areas, landfills, etc.). The system provides a user-friendly interface for airport proponents to interact with their data using geospatial data visualization tools. It also allows for better tracking, traceability and transparency for the data collection process and supports various Advisory Circulars.

ADIP has integrated the 7480 processes, the 5010 process, the Runway Incursion Management (RIM) Data Management system, the Runway Safety Area (RSA) Inventory and has enhanced management of obstacles through the creation of the Runway Airspace Management (RAM) tool. The integration of these modules was initiated in accordance with the ADIP Strategic Plan. In FY 2026, FAA will begin developing the Pavement Management Tool and pursue full integration of the portfolio of ADIP applications to provide a "one-stop" holistic system containing airport data and toolsets for geospatial data collection and analysis that meets the agencies EIM goal.

The enhancements are being completed so that the collection, analysis and sharing of data is streamlined and creates a more accurate, efficient, and transparent process. To complete this ADIP modernization, we need this additional funding in FY 2026 for the creation and enhancement of toolsets and for the operation and maintenance of the system, as described above.

GRANTS-IN-AID FOR AIRPORTS

Personnel and Related Expenses
($ in Thousands)

Item Title	Dollars	FTP	FTE
FY 2025 Full Year CR	**156,232**	**565**	**562**
Adjustments to Base			
1. Annualization of FY 2025 Pay Raise	617		
2. Adjustment in Working Capital fund	-17		
Total Adjustments to Base	**600**		
New or Expanded Programs			
1. ADIP modernization	3,168		
2. AIP Grants Supplemental staffing			-1
Total Discretionary Adjustments	**3,168**		**-1**
FY 2026 Request	**160,000**	**565**	**561**

Detailed Justification for Airport Technology Research

FY 2026 Airport Technology Research Budget Request ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	5,020	5,161	5,187
Program Costs	36,781	36,640	36,640
Total	**$ 41,801**	**$ 41,801**	**$ 41,827**
FTE	**23**	**23**	**23**

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

For FY 2026, the Budget requests $41.8 million to fund the Airport Technology Research (ATR) program, 23 full-time permanent positions and 23 FTEs. This program is diversified and supports several goals in safety and infrastructure improvements. The program has 17 research program areas and over 100 on-going complex projects.

The requested funding level will support the current 23 full-time permanent positions in FY 2026 to conduct research on the ground infrastructure required to safely integrate new and emerging entrants into airports and future vertiports, droneports and spaceports. These include Unmanned Aircraft Systems (UAS), Advanced Air Mobility (AAM), including electric Vertical Take-Off and Landing (eVTOL), Short Take-Off and Landing (STOL), hydrogen powered vehicles, commercial space vehicles and autonomous ground vehicles supporting airport operations such as grounds maintenance/lawn mowing, foreign object debris removal, perimeter inspections and surveillance, and aircraft tow vehicles. This also includes research to provide performance-based guidance on Vertiport Design and to begin new research on Droneport Design. This research will also evaluate minimum performance specifications and technical/operational considerations for Unmanned Aircraft System applications for beneficial use by an airport operator, including wildlife monitoring/dispersal, construction monitoring, foreign object debris detection, photometrics of airport light fixtures, and aircraft rescue fire-fighting monitoring.

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 ARFF 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. For instance, in FY 2026 research will continue on the appropriate use of solar lighting technology at airports through testing of taxiway solar lighting to improve pilot awareness at various US general aviation airports. On the infrastructure side, research is ongoing on the use of more durable, cost-effective pavement

materials that can perform under extreme weather conditions and new research on infrastructure resiliency will help NPIAS airports plan for greater resiliency to address severe weather impacts, while helping airports and FAA better understand which airports are most vulnerable. Research on improving airport pavement design tools to help airport operators choose the most cost-effective pavement materials and understand the benefits and trade-offs of those materials will continue.

ATR findings are used in updating Advisory Circulars, FAA software programs, manuals, and technical specifications that airports heavily rely on to design, maintain and expand their infrastructure in the safest and most efficient manner. This includes all pavement design, evaluation, and management software, engineering standards for airport pavement construction projects as well as specific safety guidance and requirements to assure safe aircraft and airport operations on the ground. For example, current research projects will advance ARP's ability to maintain the highest safety standards in areas with rapidly evolving technologies such as visual guidance, airport surveillance systems, pavement design, pavement testing and materials research, and airport geometry enhancements to name a few. All ATR activities are conducted to support ARP's mission to ensure the safest and most efficient airports network achievable.

The success of the research is reflected in the FAA's ability to issue updated and new program guidance. For example, based on research and evaluation, in February 2024 ARP issued a new Advisory Circular AC 150/5210-6E "Aircraft Fire Extinguishing Agents for Airports", which provides reference information on Aircraft Fire Extinguishing Agents and provides an acceptable method for complying with Title 14, Code of Federal Regulations, Part 139, Certification of Airports. The material in this updated AC was developed as a direct result of the research conducted by ATR. Each research project is sponsored by a FAA Headquarters engineer, or other specialist, that prepares the research requirements, reviews the research plan, and approves the completed deliverable. Some research that requires large scale testing is conducted in-house using the unique and one-of-kind facilities located at the FAA William J. Hughes Technical Center Technical Center for Advanced Aerospace, while other research is conducted with private industry partners specializing in research. When appropriate, research is also conducted at selected academic institutions or active airports.

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

The ATR program provides extensive tangible and intangible benefits to the American Public in terms of safety and forward-thinking technological solutions.

Safety–related ATR programs provide fact-based assessments and complex analyses of safety and operational data to help the FAA and airport operators institute and maintain standard and proven practices at all NPIAS airports. To do so, the ATR program manages a few public research databases such as the Wildlife Strike Database, Foreign Object Debris Database and Airport Pavement Management Systems. This is in line with providing safety solutions that are "evidence and data" driven. In FY 2026, integration and support of the databases will continue.

Promotion of public access and sharing of data as well as enhancements to programs to advance public safety will also continue.

A key safety project is ATR's work investigating ways to reduce or eliminate chemicals that may pose either health or environmental hazards. 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. This includes original aqueous film-forming foams used in aircraft rescue and firefighting.

This research will continue testing the effectiveness of new firefighting extinguishing agents that do not contain PFAS. In FY 2026, ATR will continue the multi-year research effort at ATR's Aircraft Rescue and Fire Fighting Research Facility testing newly developed or refined F3 products. While the FAA's adoption of the new Military Specification for fluorine-free foams (F3) in 2023 was a huge step towards reducing the presence of PFAS, ATR will continue conducting the necessary research to investigate whether the incorporation of compressed air foam systems can increase firefighting performance of F3 foams. 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 the area of improving safety at general aviation airports, in FY 2026 ATR will continue the evaluation of solar lighting systems for airports. In the past few years, technological developments relating to LED lighting, battery and solar technology have made solar powered lighting systems a practical alternative in certain airfield environments. In FY 2026, ATR will continue long-term performance analysis of prototype PV powered lighting technologies at up to five general aviation airports across the United States. To date, ATR has completed evaluations in Arizona and New York and just completed their most recent test installation at the Olympia Regional Airport in the state of Washington. These airports are in areas of the country that experience different levels of 'solar irradiance' (output of light energy from the sun), temperature, and snow conditions. Researchers will analyze data from a multi-year effort, with the goal of developing standards and performance specifications for PV systems on airports.

For FY 2026 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 2025, as well locations that have been mitigated. Based on the addition of this data, ATR will conduct an analysis on the program's metrics, tracking runway incursions before and after mitigation efforts. In the area of safety data analysis, ATR will conduct an analysis of all available safety data to identify top occurrences at airports.

In the areas of integration of new entrants into the National Airspace System, in FY 2026, ATR will continue research on the impact and needs of Advanced Air Mobility, including electric Vertical Take-Off and Landing (eVTOL), Short Take-Off and Landing and hydrogen powered

vehicles on existing and future airport infrastructures. 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.

In the area of transformative technologies, ATR will continue to research how UAS can be utilized for airport inspection, compliance, and emergency response functions and other cost saving or safety enhancing functions. ATR will continue with their research in following applications (use-cases): obstruction analysis, airfield pavement inspections, wildlife hazard management, perimeter inspections, aircraft rescue and firefighting, construction monitoring, photometric measurement of airport light fixtures, and foreign object debris detection. ATR plans to continue documenting the findings from their research in FY 2026 and will expand their research portfolio to include new applications.

In FY 2026, ATR will continue to monitor and evaluate the development and applications of autonomous vehicles for the airport environment. This is a rapidly developing field with industry leading technological advancements in a multitude of areas. ATR's role is to research how autonomous vehicles can be safely integrated in an airport operational environment. Potential applications that are being considered include grounds maintenance/lawn mowing, foreign object debris removal, perimeter inspections and surveillance, aircraft tow vehicles, baggage equipment, and inspection of runway/taxiway lighting and paint markings.

ATR will also continue supporting the FAA Office of Security and Hazardous Materials with the execution of the Unmanned Aircraft Systems (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 2026 activities will include continued testing and evaluation of detection and mitigation technologies in the airport environment, and the development and update of performance standards and guidance material for U.S. airports to use for reference when considering installation of these types of systems.

To support core assets, in FY 2026, ATR will continue to use its full-scale accelerated pavement test facilities National Airport Pavement Test Facility (NAPTF) and National Airport Pavement and Materials Research Center (NAPMRC) to test and conduct research on advancing pavement design and developing specifications for pavement materials as the concrete and asphalt industries make changes to their products as well as innovative materials that may provide longer life to the airport pavements. In FY 2026, ATR will use their testing laboratory to research new longer-lasting pavement materials and research the use of emerging and innovative pavement materials for their applicability on airports. ATR will continue to generate performance data for the use of recycled pavement materials under aircraft loading in coordination with the asphalt paving industry. This data will be used to develop standards and specifications for greater use of such materials for airport pavements.

Also in FY 2026, research will continue in the use of additives such as nanoparticles to improve pavement materials, durability, and advanced pavement design. This research will result in increased use of locally available materials (materials modified with admixtures), quantification

of material properties, improved/optimized pavement thickness designs, and provide a more durable longer-life airport pavement.

In FY 2026 ATR will look to collect data at various airports by installing sensors on active airfield sites and will analyze performance data from across the country to help in determining how environmental factors and varying load conditions play a significant role on pavement performance. ATR will continue to use test data from NAPTF and NAPMRC along with field data to improve the FAA Airport Pavement Design Software, namely "FAARFIELD". Use of Machine Learning and Artificial Intelligence techniques will help in analyzing large amounts of field and testing data and improve pavement performance prediction models.

The ATR program continuously enhances the consistency and accuracy of pavement design and construction standards around the country, optimizing construction costs by enhancing competition for airport construction bids. These increases in safety and cost efficiency provide positive benefits to the American public.

Aircraft noise continues to be a principal obstacle to expanding and modernizing airport infrastructure due to community concerns about increases in aircraft operations and noise exposure. In FY 2026, the ATR program will continue to improve public noise communication strategies and land-use compatibility policy to reduce community noise impacts. To help the FAA better understand the relationship between aircraft noise exposure and residential sleep disturbance, previously collected data will be analyzed. Research will also continue to evaluate methods to standardize noise abatement procedures. ATR projects in these areas will provide distinct benefits to the American public, on the ground and in the air, with more efficient routes, quieter communities, and enhanced capacity.

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 by helping airports minimize their environmental effects on surrounding areas.

ATR's research portfolio for FY 2026 has been presented to the FAA's Research, Engineering and Development Advisory Committee's Subcommittee on Airports (REDAC). The REDAC reviews the ATR Program every six months. The Subcommittee has members from airports, aircraft manufacturers, Air Line Pilots Association, and airport associations. The Subcommittee is briefed on both ongoing research and planned research and offers recommendations to ensure the research program is responsive to the needs of FAA and the airport community. These in-depth bi-annual reviews constitute a "Program Evaluation" of the ATR Program. The ATR portfolio is "Evidence and Data" driven and its various and diverse research projects support the goals of Safety, Economic Strength, and Modernization of the Nation's Airport Infrastructure.

GRANTS-IN-AID FOR AIRPORTS

Airport Technology Research
($ in Thousands)

Item Title	Dollars	FTP	FTE
FY 2025 Full Year CR	**41,801**	**23**	**23**
Adjustments to Base			
1. Annualization of FY 2025 Pay Raise	26		
Total Adjustments to Base	**26**	**0**	**0**
New or Expanded Programs			
Total Discretionary Increases	**0**	**0**	**0**
FY 2026 Request	**41,827**	**23**	**23**

Detailed Justification for Airport Cooperative Research Program

FY 2026 Airport Cooperative Research Program ($000)

Program Activity	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Salaries and Expenses	197	203	204
Program Costs	14,803	14,797	14,796
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 (TRB) of the National Academies of Sciences, Engineering, and Medicine. It was authorized by section 712 of Vision 100 – Century of Aviation Reauthorization Act (Pub. 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 2026, the budget requests $15.0 million for the program to fund approximately 22 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?

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 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 the topics selected each year. 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 ACRP Oversight Committee selects the highest rated topics and ensures that proposed studies will not duplicate another federal research. The TRB appoints expert technical panels for each selected project. The technical panels 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.

ACRP's broad mission is to provide resources to support applied research on a wide variety of issues faced by airport practitioners, including all levels of professional staff within the airport community, from CEOs, airport managers, executive directors to mid-level managers, nonsupervisory technical and professional staff, trainees, students, and interns. These professionals represent airports, suppliers, public safety agencies, airlines, airport tenants, local and regional government authorities, industry associations, and many other stakeholders in the airport community. Each of these practitioners has different interests and responsibilities, and each is an integral part of this cooperative research effort.

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.

AIRPORT IMPROVEMENT PROGRAM

Grants-in-Aid to Airports Planned Distribution
$000

	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Formula Grants			
Primary Airports	942,727	1,047,856 **1**/	1,047,856 **1**/
Cargo Service Airports	109,587	151,079	151,327
Alaska	21,345	21,345	21,345
States (General Aviation)	626,210	1,001,866	1,003,437
Carryover (from Formula Grants)	793,387	1,025,380 **2**/	1,025,380 **2**/
Subtotal, Formula Grants	2,493,256	3,247,545	3,249,344
Discretionary Grants			
Discretionary Set – Aside: Environmental	16,668	32,216	33,374
Discretionary Set – Aside: Reliever	314	0	0
Discretionary Set – Aside: Military Airport Program	1,905	3,682	3,814
C/S/S/N (Capacity/Safety/Security/Noise)	21,552	42,112	43,625
Discretionary – AATF	7,184	14,037	14,542
Subtotal, Discretionary Grants	47,623	92,047 **3**/	95,354 **3**/
Small Airport Fund	590,171	437,375	438,474
Total Grants	3,131,051	3,776,967 **3**/	3,783,173 **3**/

1/ FY 2025 and FY 2026 Primary Entitlements reflect the same forecast activity levels for FY 2024, because we do not yet have sufficient updated information to warrant any significant change.

2/ FY 2025 and FY 2026 carryover figures are estimated based on a five-year rolling average.

3/ Totals may not add due to rounding.

The FY 2026 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.

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	7/1/2026	26,084,549
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	12/1/2025	5,144,021
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	6/1/2027	68,204,744
Mobile	AL	Mobile International	BFM	N	$4.50	1/1/2020	11/1/2026	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	22,156,953
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	1/1/2026	136,223,207
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	9/1/2025	3,018,493

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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	2/1/2026	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	9,922,946
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	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	6/1/2034	2,973,867,848
Phoenix	AZ	Phoenix-Mesa Gateway	IWA	S	$4.50	11/1/2008	5/1/2035	57,398,534
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	2/1/2027	179,290,015
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	2/1/2029	304,330,827
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

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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	6/1/2030	105,160,579
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	10/1/2025	347,911,500
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	12/1/2039	251,057,570
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	CS	$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	2/1/2026	14,697,259
Oakland	CA	San Francisco Bay Oakland International	OAK	M	$3.00	9/1/1992	6/1/1999	
Oakland	CA	San Francisco Bay Oakland International	OAK	M	$3.00	9/1/1999	5/1/2003	
Oakland	CA	San Francisco Bay Oakland International	OAK	M	$4.50	5/1/2003	12/1/2035	892,892,621
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	

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San Jose	CA	Norman Y Mineta San Jose International	SJC	M	$4.50	4/1/2001	1/1/2030	1,049,294,754
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	10/1/2028	333,596,343
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	
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	4/1/2038	46,331,361
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	5,382,868
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	3/1/2027	23,451,963
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	9/1/2030	116,440,351

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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	10/1/2031	3,598,660,339
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	3/1/2031	18,832,848
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	4/1/2026	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	CS	$3.00	11/1/1993	12/1/2014	
Pueblo	CO	Pueblo Memorial	PUB	CS	$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
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	

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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	11/1/2041	466,643,265
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	3/1/2026	13,229,912
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	9/1/2025	51,416,046
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	8/1/2026	16,944,294
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	6/1/2028	367,054,887
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	2/1/2057	142,227,342
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	4/1/2030	25,640,518
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	

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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	
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	12/1/2060	1,338,632,695
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	7/1/2029	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	11/1/2025	54,037,707
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	6/1/2038	1,725,580,851
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	

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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	7,849,281,160
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	11/1/2027	141,466,284
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	
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	3/1/2030	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	1,991,487
Guam	GU	Guam International	GUM	S	$3.00	2/1/1993	11/1/2002	
Guam	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

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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	N	$3.00	1/1/1993	5/1/2001	
Dubuque	IA	Dubuque Regional	DBQ	N	$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
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	5/1/2026	157,418,401
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	4/1/2026	8,198,922
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	

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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	21,748,415
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	8/1/2025	6,545,403
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	7/1/2041	6,926,705,514
Chicago/Rockford	IL	Chicago/Rockford International	RFD	N	$3.00	10/1/1992	10/1/1996	
Chicago/Rockford	IL	Chicago/Rockford International	RFD	N	$3.00	5/1/1997	6/1/2007	
Chicago/Rockford	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/Urbana	IL	University of Illinois/Willard	CMI	N	$3.00	12/1/1995	2/1/2004	

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Champaign/Urbana	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	
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	10/1/2030	41,684,619
Garden City	KS	Garden City Regional	GCK	N	$4.50	10/1/2013	2/1/2026	1,336,914
Hays	KS	Hays Regional	HYS	N	$4.50	4/1/2015	1/1/2027	454,192
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	5/1/2025	4,499,903
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	4/1/2026	678,589,706
Louisville	KY	Louisville Muhammad Ali International	SDF	S	$3.00	5/1/1997	3/1/2006	

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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	
Louisville	KY	Louisville Muhammad Ali International	SDF	S	$4.50	5/1/2019	7/1/2027	169,614,880
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	79,534,318
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	965,553,986
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	35,552,645
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	3/1/2034	1,874,962
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

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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	12/1/2025	2,104,414
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	9/1/2039	1,587,275,848
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	
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	11/1/2030	1,325,641
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	9/1/2036	6,172,412
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	9/1/2026	22,660,329
Rockland	ME	Knox County Regional	RKD	CS	$4.50	1/1/2012	8/1/2022	329,549
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	8/1/2029	1,053,437
Alpena	MI	Alpena County Regional	APN	CS	$3.00	8/1/2001	12/1/2005	
Alpena	MI	Alpena County Regional	APN	CS	$4.50	12/1/2005	4/1/2022	
Alpena	MI	Alpena County Regional	APN	CS	$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	

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Traverse City	MI	Cherry Capital	TVC	N	$4.50	2/1/2017	5/1/2032	28,884,782
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	607,483
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	385,248
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	8/1/2030	2,405,690
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	14,689,687
Manistee	MI	Manistee County/Blacker	MBL	CS	$4.50	6/1/2008	11/1/2040	388,986
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	

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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	2/1/2026	2,895,294
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
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	9/1/2025	2,592,573
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	6/1/2025	14,332,527
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	
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

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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	1/1/2057	1,709,931,938
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	6/1/2027	5,593,956
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	11/1/2026	70,272,825
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	
Meridian	MS	Key Field	MEI	N	$4.50	10/1/2005	2/1/2032	2,770,724

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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	N	$3.00	12/1/1993	4/1/2005	
Kalispell	MT	Glacier Park International	GPI	N	$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	17,754,080
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	N	$3.00	9/1/1992	4/1/2001	
Missoula	MT	Missoula Montana	MSO	N	$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	1/1/2058	4,746,920,963
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	10,213,983

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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	3/1/2026	50,228,906
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	
Raleigh/Durham	NC	Raleigh-Durham International	RDU	M	$4.50	10/1/2004	9/1/2032	772,690,405
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	2/1/2026	38,534,473
Jamestown	ND	Jamestown Regional	JMS	N	$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	

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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	11/1/2025	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	4/1/2026	2,038,990,940
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	11/1/2025	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	304,666,735
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
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	

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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	4/1/2026	254,619,937
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	S	$3.00	8/1/1992	8/1/2007	
Buffalo	NY	Buffalo Niagara International	BUF	S	$4.50	8/1/2007	3/1/2026	274,430,043
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	11,012,395
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	4/1/2026	2,643,676,501
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	4/1/2026	1,532,585,863
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	9/1/2025	89,899,823
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	8/1/2026	22,251,900

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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
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	5/1/2039	88,874,705
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	1/1/2026	619,447,532
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	2/1/2027	138,930,431
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	GA	$3.00	5/1/1994	7/1/1996	
Youngstown/Warren	OH	Youngstown/Warren Regional	YNG	GA	$3.00	8/1/1997	2/1/2002	
Youngstown/Warren	OH	Youngstown/Warren Regional	YNG	GA	$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	

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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
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
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	10/1/2035	259,264,359
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	
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	7/1/2025	791,553
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	

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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	
Wilkes-Barre/Scranton	PA	Wilkes-Barre/Scranton International	AVP	N	$4.50	5/1/2001	8/1/2025	26,068,727
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	

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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	11,231,507
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	70,528,884
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	1,672,726
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	5/1/2039	201,672,663
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	4/1/2025	
Sioux Falls	SD	Joe Foss Field	FSD	S	$3.00	4/1/2025	6/1/2030	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
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

Associated City	State	Airport Name	LOC ID	Hub size	Level	Start Date	Expiration Date	Total PFC Approved (by location)
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	12/1/2025	107,172,380
Jackson	TN	Jackson Regional	MKL	CS	$4.50	10/1/2002	6/1/2025	332,248
Memphis	TN	Memphis International	MEM	M	$3.00	8/1/1992	1/1/1997	
Memphis	TN	Memphis International	MEM	M	$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	
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	6/1/2043	1,551,658,353
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	3/1/2029	24,431,508
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	CS	$4.50	2/1/2010	7/1/2025	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	

Associated City	State	Airport Name	LOC ID	Hub size	Level	Start Date	Expiration Date	Total PFC Approved (by location)
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	12/1/2032	71,825,694
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	11/1/2030	45,773,034
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	7/1/2026	66,267,361
Amarillo	TX	Rick Husband Amarillo International	AMA	N	$4.50	1/1/2009	6/1/2025	22,751,167
Fort Cavazos (Killeen)	TX	Robert Gray AAF	GRK	N	$3.00	1/1/1993	11/1/1994	
Fort Cavazos (Killeen)	TX	Robert Gray AAF	GRK	N	$3.00	4/1/1995	5/1/2001	
Fort Cavazos (Killeen)	TX	Robert Gray AAF	GRK	N	$4.50	5/1/2001	8/1/2003	
Fort Cavazos (Killeen)	TX	Robert Gray AAF	GRK	N	$4.50	12/1/2003	1/1/2006	
Fort Cavazos (Killeen)	TX	Robert Gray AAF	GRK	N	$4.50	6/1/2006	9/1/2029	16,550,279
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	2/1/2029	431,280,175
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	7/1/2029	41,130,709
Victoria	TX	Victoria Regional	VCT	N	$3.00	12/1/1994	8/1/1998	

Associated City	State	Airport Name	LOC ID	Hub size	Level	Start Date	Expiration Date	Total PFC Approved (by location)
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	11/1/2030	8,387,183
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	30,384,472
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
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	2/1/2030	15,313,209
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	201,673,416
Richmond	VA	Richmond International	RIC	M	$3.00	5/1/1994	1/1/2005	
Richmond	VA	Richmond International	RIC	M	$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	39,195,252
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	1,677,372,966
Staunton/Waynesboro/ Harrisonburg	VA	Shenandoah Valley Regional	SHD	CS	$3.00	12/1/2001	12/1/2006	
Staunton/Waynesboro/ 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	

Associated City	State	Airport Name	LOC ID	Hub size	Level	Start Date	Expiration Date	Total PFC Approved (by location)
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	6/1/2025	60,738,637
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
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
Everett	WA	Seattle Paine Field International	PAE	N	$4.50	11/1/2020	6/1/2029	17,180,842
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

Associated City	State	Airport Name	LOC ID	Hub size	Level	Start Date	Expiration Date	Total PFC Approved (by location)
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	1/1/2026	3,745,775
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	6/1/2031	7,104,032
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	5/1/2028	15,547,303
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	2/1/2028	406,140,202

 # unique locations approved 406

130,314,152,196

NOTES:

Total PFC approved includes all the collections at the location

Letter of Intent (LOI) Commitments by Fiscal Year

State	City	Airport Name	Discretionary 2025	Entitlement 2025	Discretionary 2026	Entitlement 2026
CA	San Diego	San Diego International	10,000,000	-	10,000,000	-
IL	Chicago	Chicago O'Hare International	30,000,000	-	20,000,000	-
NC	Charlotte	Charlotte/Douglas International	15,000,000	6,500,000	15,000,000	6,500,000
VA	Washington	Ronald Reagan Washington Ntl	10,000,000	-	15,000,000	-
		Totals	**65,000,000**	**6,500,000**	**60,000,000**	**6,500,000**

Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary 2027	Entitlement 2027	Discretionary 2028	Entitlement 2028
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
VA	Washington	Ronald Reagan Washington Ntl	15,000,000	-	15,000,000	-
		Total	**45,000,000**	**6,500,000**	**45,000,000**	**6,500,000**

Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary 2029	Entitlement 2029	Discretionary 2030	Entitlement 2030
CA	San Diego	San Diego International	10,000,000	-	15,000,000	-
IL	Chicago	Chicago O'Hare International	-	-	-	-
NC	Charlotte	Charlotte/Douglas International	20,000,000	6,500,000	20,000,000	6,500,000
VA	Washington	Ronald Reagan Washington Ntl	15,000,000	-	13,000,000	-
		Total	**45,000,000**	**6,500,000**	**48,000,000**	**6,500,000**

Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary 2031	Entitlement 2031	Discretionary 2032	Entitlement 2032
CA	San Diego	San Diego International	15,000,000	-	-	-
IL	Chicago	Chicago O'Hare International	-	-	-	-
NC	Charlotte	Charlotte/Douglas International	25,000,000	6,500,000	30,000,000	6,500,000
VA	Washington	Ronald Reagan Washington Ntl	-	-	-	-
		Total	**40,000,000**	**6,500,000**	**30,000,000**	**6,500,000**

Letter of Intent (LOI) Commitments by Fiscal Year (Cont'd)

State	City	Airport Name	Discretionary 2033	Entitlement 2033	Discretionary Total (FY25-FY33 Only)	Entitlement Total (FY25-FY33 Only)
CA	San Diego	San Diego International	-	-	80,000,000	-
IL	Chicago	Chicago O'Hare International	-	-	50,000,000	-
NC	Charlotte	Charlotte/Douglas International	30,000,000	6,500,000	195,000,000	58,500,000
VA	Washington	Ronald Reagan Washington Ntl	-	-	83,000,000	-
		Total	**30,000,000**	**6,500,000**	**408,000,000**	**58,500,000**

3E. Other Information

FACILITIES AND EQUIPMENT (IIJA)

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 2022 to 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.

In 2024, the FAA reviewed and accepted a new Terminal Facilities Design Standard to be used in the programming, design, construction, measurement and verification, and documentation of new Airport Traffic Control Towers (ATCTs), Terminal Radar Approach Control (TRACON) facilities, and associated Base Buildings. The FAA also began procurement activities for site adaptation to facilitate the first construction contract award planned for 2025.

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. In 2024, the FAA issued 121 grants totaling $949 million for terminal development projects.

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. Airports may use Airport Infrastructure Grants funding to support runways, taxiways, safety and tower projects, as well as terminal, airport-transit connections and roadway projects. In 2024, the FAA awarded a total of 1,073 grants totaling $2.0 billion. This included 514 grants for pavement improvements to runways, taxiways, taxi lanes, aprons, roads, and parking lots, and 30 grants for projects that made improvements to Air Traffic Control Towers.

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 allows the Secretary to provide competitive grants to advance sustainable aviation fuels and low emissions aviation technologies to reduce emissions from aviation.

GRANTS-IN-AID for AIRPORTS

The FY 2026 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.

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).

ADMINSTRATIVE 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. 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.

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 Budget estimates that $174 million in overflight fees will be collected in 2026.

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.

TRUST FUND SHARE of FAA ACTIVITIES
(AIRPORT and AIRWAY TRUST FUND)

The FY 2026 Budget request proposes $13.8 billion for Federal Aviation Administration Operations, of which the Airport and Airway Trust Fund would provide $13.0 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 2026.

Sec. 111. Amounts collected under section 40113(e) of title 49, United States Code, shall be credited to the appropriation current at the time of collection, to be merged with and available for the same purposes of such appropriation.

- As authorized under 49 USC 40113(e), the FAA may provide safety-related training and operational services to foreign aviation authorities with or without reimbursement. While FAA generally enforces a prepayment policy for reimbursable goods and services provided to foreign countries or international organizations, many have laws or regulations similar to the U.S. that prohibit advance payments. In those instances, FAA often receives payments for services provided during a fiscal year after that year has ended. This provision allows FAA to use the funds for additional technical assistance work that cannot be prepaid, instead of returning the funds to a lapsed appropriation.

Sec. 112. 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 2026 in order to minimize potential payroll liability.

Sec. 113. 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. 114. Notwithstanding any other transfer restriction 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 Act or provided by previous appropriations Acts may be transferred between such appropriations for the Federal Aviation Administration, but no such appropriation, except as otherwise specifically provided, shall be increased by more than 10 percent by any such transfer: 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 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 the limitation on incurring obligations in this appropriations Act or any other appropriations Act under the heading "Grants in-Aid for Airports".

- The FY 2026 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. 115. (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. 116. 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 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; or

(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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Section 4. Research
Development & Technology

Exhibit IV-1 Research Development, and Technology (RD&T) Budget Authority

FY 2026 Budget Research, Development, & Technology Budget Authority
($000)

Federal Aviation Administration

Budget Account	FY 2024 Enacted	FY 2025 Enacted	FY 2026 Request	Basic and Applied Research	Experimental Development	Technology Transfer
RESEARCH, ENGINEERING, & DEVELOPMENT						
Fire Research and Safety	7,136	8,750	6,647	6,647		
Propulsion and Fuel Systems	4,000	5,174	4,200	4,200		
Advanced Materials /Structural Safety	14,720	14,720	4,240	4,240		
Aircraft Icing	2,472	3,064	2,798	2,798		
Digital System Safety	3,689	6,312	5,375	5,375		
Continued Air Worthiness	8,425	10,339	8,198	8,198		
Flight deck/Maintenance/System Integration Human Factors	14,301	13,801	12,410	12,410		
System Safety Management/Terminal Area Safety	9,252	13,700	9,096	9,096		
Air Traffic Control/Technical Operations Human Factors	5,911	5,993	5,709	5,709		
Aeromedical Research	10,000	13,300	10,394	10,394		
Weather Program	14,786	20,000	15,436	15,436		
Unmanned Aircraft Systems Research	31,128	31,000	15,567	15,567		
Alternative Fuels for General Aviation	11,201	16,000	10,000	10,000		
Commercial Space Transportation Safety	2,000	12,379	4,200	4,200		
Wake Turbulence	3,728	4,243	4,728	4,728		
Information/Cyber Security	5,707	6,943	4,596	4,596		
Environment & Energy	21,000	0				
Environmental Research – Aircraft Technologies and Fuels	68,000	0				
Advanced Vehicle Technologies & Operations		24,700	11,750	11,750		
Aviation Systems Performance Analysis		38,000	18,365	18,365		
System Planning and Resource Management	5,097	6,088	3,894	3,894		
Advanced Aviation Training Research	20,000	10,000	800	800		
Women in Aviation and Pilot Shortage Study	5,000			-		
William J. Hughes Technical Center Laboratory Facilities	5,447	10,494	6,597	6,597		
Aviation Accessibility Research	2,000					
Aircraft Radio Altimeter Development, Testing, and Certification	5,000	5,000				
Subtotal, Research, Engineering, and Development	**280,000**	**280,000**	**165,000**	**165,000**		
				-		
FACILITIES & EQUIPMENT						
Advanced Technology Development and Prototyping	32,718	23,700	31,500		31,500	
Plant	25,555	57,400	42,900	42,900		
Research & Development	71,155	72,500	83,400		83,400	
Center for Advanced Aviation System Development (CAASD)	55,000	55,000	55,000		55,000	
Subtotal, Facilities & Equipment	**184,428**	**208,600**	**212,800**	**42,900**	**169,900**	
GRANTS-IN-AID FOR AIRPORTS						
Airport Technology Research	41,801	41,801	41,827	41,827		
Airport Cooperative Research	15,000	15,000	15,000	15,000		
Subtotal, Grant-In-Aid for Airports	**56,801**	**56,801**	**56,827**	**56,827**		
ADMINISTRATIVE - OPS	**18,232**	**17,364**	**15,358**		**15,358**	
Total RD&T Funding	**539,461**	**562,765**	**449,985**	**264,727**	**185,258**	

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Section 5.
Information Technology

INFORMATION TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
BUDGET AUTHORITY

($000)

Budget Account	FY 2024 Enacted	FY 2025 Full Year CR	FY 2026 Request
Operations	**$1,961,420**	**$1,961,420**	**$1,996,420**
Commodity IT SS WCF	*$14,920*	*$14,920*	*$14,920*
Modal IT	*$1,946,500*	*$1,946,500*	*$1,981,500*
Facilities & Equipment (F&E)	**$1,932,250**	**$1,788,370**	**$3,003,370**
Commodity IT SS WCF	*$0*	*$0*	*$0*
Modal IT	*$1,932,250*	*$1,788,370*	*$3,003,370*
Total	**$3,893,670**	**$3,749,790**	**$4,999,790**
Note: This funding data is as of May 9, 2025.			

The Federal Aviation Administration requests **$5.0 billion** in FY 2026 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 2026 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 **$14.92 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

The budget requests **$3.0 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.

- **Automatic Dependent Surveillance – Broadcast (ADS-B) National Airspace System (NAS) Wide Implementation –** The budget requests **$269.8 million** in the Facilities and Equipment (F&E) account to support the sustainment of ADS-B, a mission-critical, satellite-based surveillance system that enhances safety and efficiency in the NAS by broadcasting real-time aircraft position data to ground and airborne receivers, replacing traditional radar. It supports key services like TIS-B, FIS-B, ADS-R, and WAMS, and is essential in areas without radar coverage, such as the Gulf of Mexico, where infrastructure is hosted on temporary energy platforms requiring ongoing maintenance and relocation. The BSFS Phase 2 program ensures continued ADS-B service through a follow-on contract covering core surveillance, advisory, and data exchange functions, along with cybersecurity, lifecycle management, system upgrades, and support for expanding ATC services in the Gulf and Caribbean. Enhancement 1 focuses on expanding coverage in underserved areas, improving altitude compliance via ERAM integration, and meeting FIPS 199 "high" security standards, with FY 2026 efforts centered on software development, testing, and operational risk mitigation.

- **Wide Area Augmentation System (WAAS) for Global Positioning System (GPS) –** The budget requests **$92.0 million** in the F&E account for the continuation of correction calculations and integrity messages for each GPS satellite. The WAAS program uses leased transponders on three geostationary satellites to broadcast correction messages, enabling aircraft to obtain precise 3D navigation. It supports NAS modernization by reducing reliance on ground-based navigation aids and allowing more flexible flight paths. In FY 2026, incremental updates will include technology refreshes, GPS compliance reviews, and research to enhance future satellite navigation capabilities.

- **Data Communications –** The budget requests **$94.7 million** in the F&E account to Data Communications services between pilots and air traffic controllers. Data Communication enables a digital link between ground systems and flight decks for ATC instructions, clearances, and flight crew communication, supporting safety and efficiency. It is vital to NAS modernization by enhancing communication infrastructure.

- **Offshore Automation -** The budget requests **$48.3 million** in the F&E account to standardize platforms that support control of En Route and Terminal airspace at

the four non-contiguous United States (US) facilities referred to as the offshore facilities.

- **En Route Automation Modernization (ERAM) -** The budget requests **$42.0 million** for ERAM Sustainment 4 (ES4) program will address equipment obsolescence, security, and capacity needs by leveraging modern system architecture to optimize lifecycle performance and reduce costs. It includes systems engineering for hardware and OS modifications, prototyping to mitigate technical risk, and investment analysis to guide decisions. Activities may also involve sustaining or replacing the ERAM Communication Gateway (ECG), integrating program components, and upgrading the ERAM Operating System ahead of its 2028 end-of-life to ensure continued security and supportability.

Information Technology System Support – The budget requests **$4.4 billion** for other 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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Section 6. Ten-Year Tables

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

ESTIMATES		APPROPRIATIONS	
2016	[1]9,915,000,000	2016	[2]9,909,724,000
2017	[3]9,994,352,000	2017	[4]10,025,852,000
2018	[5]9,890,886,000	2018	[6]10,211,754,000
		2018 Supplemental (P.L. 115-123)	[7]35,000,000
2019	[8]9,931,312,000	2019	[9]10,410,758,000
2020	[10]10,340,000,000	2020	[11]10,630,000,000
2021	[12]11,001,500,000	2021	[13]11,001,500,000
2022	[14]11,434,100,000	2022	[15]11,414,100,000
2023	[16]11,933,821,000	2023	[17]11,915,000,000
2024	[18]12,740,627,000	2024	[19]12,729,627,000
2025	[20]13,603,399,000	2025	[21] 13,482,783,000
2026	[22] 13,842,000,000		

[1] Includes $8,547,000,000 from the Airport and Airway Trust Fund.
[2] Includes $7,922,000,000 from the Airport and Airway Trust Fund.
[3] Includes $7,608,000,000 from the Airport and Airway Trust Fund.
[4] Includes $9,173,000,000 from the Airport and Airway Trust Fund.
[5] Includes $8,100,000,000 from the Airport and Airway Trust Fund.
[6] Includes $8,886,000,000 from the Airport and Airway Trust Fund.
[7] Supplemental funding from the Further Additional Supplemental Appropriations for Disaster Relief Requirements Act, 2018 (P.L. 115-123)
[8]Includes $8,632,721,000 from the Airport and Airway Trust Fund.
[9]Includes $9,833,400,000 from the Airport and Airway Trust Fund.
[10] Includes $9,364,085,000 from the Airport and Airway Trust Fund.
[11] Includes $10,519,000,000 from the Airport and Airway Trust Fund.
[12] Includes $11,001,500,000 from the Airport and Airway Trust Fund.
[13] Includes $10,519,000,000 from the Airport and Airway Trust Fund.
[14] Includes $8,434,000,000 from the Airport and Airway Trust Fund.
[15] Includes $ 6,414,100,000 from the Airport and Airway Trust Fund.
[16] Includes $9,933,821,000 from the Airport and Airway Trust Fund.
[17] Includes $9,993,821,000 from the Airport and Airway Trust Fund.
[18] Includes $8,740,627,000 from the Airport and Airway Trust Fund.
[19] Includes $12,093,150,000 from the Airport and Airway Trust Fund
[20] Includes $12,755,399,000 from the Airport and Airway Trust Fund.
[21] Includes $12,093,150,000 from the Airport and Airway Trust Fund.
[22] Includes $13,041,000,000 from the Airport and Airway Trust Fund.

FEDERAL AVIATION ADMINISTRATION

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES		APPROPRIATIONS	
2016	2,855,000,000	2016	2,855,000,000
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 IIJA Supplemental	[23]1,000,000,000
2023	[24]3,015,000,000	2023	2,945,000,000
		2023 IIJA Supplemental	[25]1,000,000,000
2024	3,462,000,000	2024	3,191,250,000
		2024	[26]-1,593,000
		2024 IIJA Supplemental	[27]1,000,000,000
2025	3,600,000,000	2025	3,176,250,000
		2025 IIJA Supplemental	[28]1,000,000,000
2026	4,000,000,000	2026 IIJA Supplemental	[29]1,000,000,000

[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

RESEARCH, ENGINEERING, AND DEVELOPMENT
(AIRPORT AND AIRWAY TRUST FUND)

ESTIMATES		APPROPRIATIONS	
2016	166,000,000	2016	166,000,000
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		

[30] Inflation Reduction Act, P.L. 117-169 from General Fund.

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		

[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.

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)		

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		

[1] American Rescue Plan (P.L. 117-2) from the General Fund.

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		

[2] American Rescue Plan (P.L. 117-2) from the General Fund.

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

[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.

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

[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.

Section 7. IIJA
F&E Spend Plan

Facilities and Equipment Spend Plan for Fiscal Year 2026
Infrastructure Investment and Jobs Act Funding

The following table depicts the Facilities and Equipment (F&E) detailed spend plan at the Budget Line Item (BLI) level. FAA plans to distribute $1.0 billion in funding for the following projects in FY 2026.

FY 2026 BLI	BLI Name	FY 2026 IIJA ($K)
1J01	Terminal and En Route Air Traffic Control Facilities - Replace	$205,100
1J02	Electrical Power System - Sustain/Support and Fuel Storage Tank Replacement and Management	$163,700
1J03	Hazardous Materials Management and NAS Facilities, OSHA, and Environmental Standards Compliance	$69,100
IJ04	Facility Security Risk Management	$30,000
1J05	Navigation, Landing, and Lighting	$20,000
IJ06	Personnel Compensation, Benefits, and Travel (PCB&T)	$200,000
IJ07	IIJA - Long Range Radar Infrastructure Sustainment	$7,800
IJ08	IIJA - Air Route Traffic Control Center (ARTCC) & Combined Control Facility (CCF) Sustainment	$142,100
IJ09	IIJA - Unstaffed Infrastructure Sustainment	$60,600
IJ10	IIJA - Air Traffic Control Tower/Terminal Radar Approach Control Sustainment	$101,600
	Total	**$1,000,000**

Terminal and En Route Air Traffic Control Facilities – Replace

In conjunction with the spend plan, the law requests a list of projects for replacing facilities that are owned by the FAA, including air traffic control towers that are staffed through the contract tower program.

Seven Tier 1 and 2 facilities are planned candidates for replacement. These include:

Priority Facility Replacement (Tier 1 and Tier 2 Facilities)				
Location ID	**State**	**City**	**Facility Type**	**HUBZone/ Recurring Process**
BNA	TN	Nashville	FAA Tower	Recurring Process
DSM	IA	Des Moines	FAA Tower	Recurring Process
HIO	OR	Hillsboro	FAA Tower	Recurring Process
SJC	CA	Santa Clara	FAA Tower	Recurring Process
TPA	FL	Tampa	FAA Tower	Recurring Process
SMF	CA	Sacramento	FAA Tower	Recurring Process
DWH	TX	Tomball	FAA Tower	Recurring Process

Thirty-one Tier 3 and 4 facilities are currently being evaluated for replacement with a standard modular facility design and were selected based on the following criteria:

- Facility is FAA owned and more than 40 years of age.
- Facility is located within the contiguous United States.
- Facility is a standalone tower that does not have a Terminal Radar Approach Control Facility collocated at the site. Future modular replacements could include a collocated Terminal Radar Approach Control Facility.
- Facility is under 100 feet in height.
- Tier 3 and Tier 4 facilities that support small airports in the United States. Small airports have less than 150,000 air traffic control operations per year.

Additional qualifications used for the identification of these initial planned sites includes the following criteria:

- Located in a Small Business Administration (SBA) designated "HUBZone." This is a SBA program for small companies that operate and employ people in historically underutilized business zones.
- The FAA has a recurring process for evaluating if a facility should be replaced, sustained, or modernized to ensure an acceptable level of building conditions. Several facilities were under evaluation as potential replacement projects prior to IIJA enactment and have been included in this spend plan.

It should be noted that if issues arise during the pre-construction phase of the replacement process for the smaller modular facilities, the FAA would consider other FAA owned air traffic control facilities that meet the qualifications above for replacement. Potential issues that could impact the successful construction of a facility include:

- The virtual siting of the facility reveals that the new Air Traffic Control Tower would exceed the 120-foot standard design that will be used to construct these facilities.
- A location proposed on the airport grounds requires extensive infrastructure investment such as building roads and running utilities to a land parcel that is in a remote area of the airport.
- Environmental issues involving wetlands and environmental offsets.
- Other issues will be evaluated on a case-by-case basis.

- The replacement of these Tier 3 and Tier 4 facilities is designed to be an efficient and streamlined construction process and any impediments to that process could result in FAA moving to the next candidate site.

The actual cost of these replacements has not been finalized at this time. That result will affect the total number of facility projects that will be funded with the FY 2023, FY 2024, FY 2025, and FY 2026 funding under IIJA. Projects listed in the table below.

Standardized Modular Facility Replacement Candidates (Tier 3 and Tier 4 Facilities)				
Location ID	**State**	**City**	**Facility Type**	**HUBZone/ Recurring Process**
AHN	GA	Athens	FAA Contract Tower (FCT)	HUBZone
ALN	IL	East Alton	FAA Contract Tower (FCT)	HUBZone
BFM	AL	Mobile	FAA Contract Tower (FCT)	HUBZone
BLI	WA	Bellingham	FAA Contract Tower (FCT)	HUBZone
DET	MI	Detroit	FAA Contract Tower (FCT)	HUBZone
DTN	LA	Shreveport	FAA Contract Tower (FCT)	HUBZone
EMT	CA	El Monte	FAA Tower	HUBZone
EYW	FL	Key West	FAA Contract Tower (FCT)	Recurring Process
FCM	MN	Eden Prairie	FAA Tower	Recurring Process
FLO	SC	Florence	FAA Tower	HUBZone
FMY	FL	Fort Myers	FAA Contract Tower (FCT)	HUBZone
FTW	TX	Fort Worth	FAA Tower	HUBZone
GLH	MS	Greenville	FAA Contract Tower (FCT)	HUBZone
HFD	CT	Hartford	FAA Contract Tower (FCT)	HUBZone
HKS	MS	Jackson	FAA Contract Tower (FCT)	HUBZone
LAW	OK	Lawton	FAA Contract Tower (FCT)	HUBZone
LEB	NH	West Lebanon	FAA Contract Tower (FCT)	HUBZone
LOU	KY	Louisville	FAA Tower	HUBZone
MCN	GA	Macon	FAA Contract Tower (FCT)	HUBZone
MOD	CA	Modesto	FAA Contract Tower (FCT)	HUBZone
MVY	MA	Tisbury	FAA Contract Tower (FCT)	HUBZone
MWA	IL	Marion	FAA Contract Tower (FCT)	HUBZone
OGD	UT	Ogden	FAA Contract Tower (FCT)	HUBZone
PAH	KY	West Paducah	FAA Contract Tower (FCT)	HUBZone
PIH	ID	Pocatello	FAA Contract Tower (FCT)	HUBZone
PNE	PA	Philadelphia	FAA Tower	HUBZone
PUB	CO	Pueblo	FAA Tower	HUBZone
RDG	PA	Reading	FAA Tower	Recurring Process

Standardized Modular Facility Replacement Candidates (Tier 3 and Tier 4 Facilities)				
Location ID	**State**	**City**	**Facility Type**	**HUBZone/ Recurring Process**
RVS	OK	Tulsa Riverside	FAA Tower	HUBZone
SLE	OR	Salem	FAA Contract Tower (FCT)	HUBZone
TOP	KS	Topeka	FAA Contract Tower (FCT)	HUBZone

Power Systems Program

The Power Systems Program accounts for approximately $1.83 billion of the sustainment backlog. The Power Systems Sustainment 2 Program (PS2) sustains critical FAA electrical power system infrastructure needed for reliable NAS operations. Since commercial utilities along cannot meet these demands, the program sustains and upgrades systems like backup power distribution, lightning protection, and monitoring. The PS2 addresses aging equipment and system issues to prevent outages that could impact air traffic operations.

The FY 2026 IIJA funds would support approximately 270 projects that will maintain power reliability for the National Airspace System (NAS) through a network of critical systems. Air Route Traffic Control Center (ARTCC) Critical and Essential Power Systems (ACEPS) and Critical Power Distribution System (CPDS) will ensure stable power for major control centers, towers, and TRACONs, while Electrical Line Distribution (ELD) distributes utility power across FAA facilities. Direct Current Backup System (DC BUS) and Power Conditioning System and Uninterruptible Power Supply (PCS/UPS will provide battery-backed and conditioned power to protect sensitive equipment. Engine Generators and Fuel Storage Systems will offer extended backup during outages. Lightning Protection, Grounding, Bonding and Shielding (LPGBS) will safeguard against electrical hazards, and Environmental Remote Monitoring System (ERMS) will provide real-time monitoring. Resilient Alternative Energy Systems further strengthen power continuity through sustainable backup solutions.

Environmental & Occupational Safety and Health (EOSH)

The program helps keep FAA operations safe by identifying and reducing workplace and environmental hazards. It does this through ongoing monitoring, safety procedures, training, protective measures, and hazard abatement. These actions lower risks, reduce injuries and costs, support regulatory compliance, and help maintain uninterrupted NAS operations.

EOSH program management efforts ensure:
- Protection of employees
- Prevention of damage and loss of FAA resources and impact to NAS operations
- Promote a culture of safety

Environmental Cleanup and Hazardous Materials Management

This program manages cleanup across FAA sites with confirmed toxic contamination from hazardous substances, such as solvents, fuels, pesticides, polychlorinated biphenyls (PCB), and heavy metals, guiding investigation, remediation, and closure efforts.

This program cleans up contamination that may pose health or safety risks, helping protect employees and the public. It also prepares FAA sites for future use and ensures environmental responsibilities are properly tracked and reported.

In FY 2026, IIJA funding will help close contaminated areas of concern and reduce environmental remediation liability for the FAA.

Energy Management and Compliance

This program helps reduce energy and water use at FAA facilities, lowering costs and improving the reliability of air traffic operations. It supports the FAA's goals for efficiency and safety, while helping prevent facility outages and disruptions through more resilient operations.

Using the FY 2026 IIJA funding, the FAA will target facilities that make up 75% of ATO's energy use, implementing approximately 20 energy and water efficiency projects, such as, HVAC upgrades, LED lighting and xeriscaping. These improvements will cut costs, reduce outages, and increase reliability, while meeting federal energy standards.

Facility Security Risk Management (FSRM)

The Facility Security Risk Management (FSRM) program ensures safety of FAA facilities by maintaining security measures at approximately 1,041 sites. These include access control, surveillance cameras, vehicle barriers, lighting, and X-ray machines, all designed to protect against internal and external security threats.

The FY 2026 IIJA funding will support security upgrades, including construction and installation of new systems. It covers engineering design and equipment for the Eastern and Western Pacific offices, upgrades to Personal Identification Verification (PIV) systems at Facilities Security Levels 2 and 3, and technology refreshes for outdated security equipment at Levels 2, 3, and 4. Additionally, it continues the installation of cameras and PIV card readers at access points in critical facilities like Air Route Traffic Control Centers, Airport Traffic Control Towers, and Terminal Radar Approach Control facilities.

Navigation, Landing, and Lighting

The FY 2026 IIJA funding will support the sustainment of aging ground based and lighted NavAid infrastructure in the NAS. The legacy NavAids programs/projects funding allows a resilient NAS to continue to operate and minimize impact to efficiency

and safety in the event of GPS interruptions. This scope includes all FAA owned navigation, landing and lighting systems and facilities.

Personnel Compensation, Benefits, and Travel (PCB&T)

Administrative Expenses allows administrative staffing and travel to be funded for FY 2024 – FY 2026. This funds the full staffing level of 316 FTEs, travel and related expenses necessary for the IIJA F&E workforce to complete the projects planned under the law. These employees perform vital work in support of these projects, including site engineering, installation and implementation.

Infrastructure Long Range Radar Sustainment

The Air Traffic Control En Route Radar Facilities Improvements Program ensures the maintenance of 157 Long Range Radar surveillance facilities that support FAA En Route control centers, as well as security monitoring for the Department of Defense and the Department of Homeland Security.

Air Route Traffic Control Center (ARTCC) & Combined Control Facility Sustainment

The ARTCC and CCF Building Sustainment Program supports En Route air traffic operations and service-level availability. It provides life-cycle management of the physical plant infrastructure at 21 ARTCCs and two CCFs, and four Enterprise Facilities. It is one of the programs within the Air Traffic Control Facilities Sustainment Portfolio.

Unstaffed Infrastructure Sustainment (UIS)

The UIS program sustains essential infrastructure at approximately 12,000 NAS sites, supporting reliable operations of communications, surveillance, weather, and navigation systems. Most of this infrastructure is beyond its service life, it requires major repairs and replacements to prevent failure. UIS sustainment includes repairs to towers, buildings, shelters, HVAC systems, electrical panels, security features, access roads, and fencing, as well as ongoing assessments of radio towers.

Real Property Disposition Program

This program supports safety and efficiency in the National Airspace System (NAS) by removing decommissioned facilities no longer in use. Eliminating these sites reduced maintenance and lease costs, freeing up resources for active operations. As FAA transitions to newer technology, demand for property disposal is growing. The program manages site identification, environmental assessments, hazardous material clean up, demolition, and site restoration. It also supports property transfers, lease termination, and FAA's divestiture goals.

Employee Housing/Life Safety Shelter System Services

This program manages FAA owned housing and emergency shelters in remote and harsh environments, such as arctic and isolated areas. These facilities support employees who provide air traffic control and maintain critical National Airspace System operations.

Air Traffic Control Tower/Terminal Radar Approach Control Sustainment

This program improves the aging Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Terminal Facilities Improve facilities, many of which are over 40 years old. With a $972.6 million backlog, upgrades are needed to reduce the risk of outages and bring facility conditions up to acceptable standards.

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Section 8.
Capital Investment Plan


Federal Aviation Administration
National Airspace System
Capital Investment Plan
Fiscal Years 2026-2030

Federal Aviation Administration
Abbreviated National Airspace System Capital Investment Plan
Fiscal Years 2026–2030

Background

The current Full-Year Continuing Appropriations and Extensions Act, 2025 became Public Law 119-04 on March 15, 2025. That bill carries forward the existing direction from prior years regarding the Five-Year Capital Investment Plan for the National Airspace System. In the Consolidated Appropriations Act, 2024 (Public Law 118-42) the requirement read:

Provided further, that no later than 60 days after the 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 2025 through 2029, 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.

In compliance with Congressional intent, this Abbreviated National Airspace System (NAS) Capital Investment Plan (CIP) for Fiscal Years (FY) 2026-2030 is included within the FAA's FY 2026 President's Budget.

This CIP is provided for informational purposes only and is subject to change. The strategies, projections, and allocations outlined herein may be revised at any time pursuant to the terms and conditions set forth in the "Brand New ATC System" modernization plan.

Estimated Funding by Budget Line Item (BLI)

The *Estimated Funding by Budget Line Item* table shows funding by BLI for the capital programs in the FY 2026 to FY 2030 timeframe. The FY 2026 funding amounts in this table are consistent with this budget submission. The FY 2026 through FY 2029 total-year funds match the F&E projections issued by the Office of Management and Budget.

FY26 BLI Number	Capital Budget Line Item (BLI) Program	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
	Activity 1: Engineering, Development, Test and Evaluation	**158.80**	**172.00**	**151.46**	**157.76**	**150.00**
1A01	Advanced Technology Development and Prototyping (ATDP)	32.50	42.20	33.96	33.26	27.50
1A02	William J. Hughes Technical Center Laboratory Sustainment	19.90	16.90	17.00	17.00	17.00
1A03	William J. Hughes Technical Center Infrastructure Sustainment	23.00	15.00	15.00	15.00	15.00
1A04	Separation Management Portfolio	13.80	14.00	13.00	13.00	13.00
1A05	Traffic Flow Management (TFM) Portfolio	9.00	9.00	12.00	12.00	12.00
1A06	On Demand NAS Portfolio	10.00	14.20	10.00	12.00	11.00
1A07	NAS Infrastructure Portfolio	17.10	20.80	16.00	20.00	19.00
1A08	Support Portfolio	7.00	9.40	7.00	8.00	8.00
1A09	Unmanned Aircraft Systems (UAS)	16.00	19.00	16.00	16.00	16.00
1A10	Enterprise, Concept Development, Human Factors, and Demonstrations Portfolio	10.50	11.50	11.50	11.50	11.50
	Activity 2: Procurement and Modernization of Air Traffic Control Facilities and Equipment	**2,792.50**	**2,727.60**	**2,700.87**	**2,665.04**	**2,635.39**
	A. En Route Programs	**749.20**	**623.30**	**590.46**	**728.05**	**540.29**
2A01	En Route Automation Modernization (ERAM) – System Enhancements and Technology Refresh	42.00	84.10	37.67	99.87	63.00
2A02	Next Generation Weather Radar (NEXRAD)	3.00	3.00	4.00	4.00	4.00
N/A	Air Route Traffic Control Center (ARTCC) and Combined Control Facility (CCF) Building Sustainment	0.00	11.90	107.76	107.76	107.50
2A03	Air/Ground Communications Infrastructure	8.20	8.50	10.34	15.64	16.00
N/A	Air Traffic Control En Route Radar Facilities Improvements	0.00	0.00	6.04	6.04	6.20
2A04	Oceanic Automation System	21.90	13.60	34.40	22.50	19.10
2A05	Next Generation Very High Frequency Air/Ground Communications System (NEXCOM)	207.00	207.00	66.05	85.94	74.19
2A06	System-Wide Information Management (SWIM)	4.60	6.90	97.90	111.20	30.00
2A07	Automatic Dependent Surveillance - Broadcast (ADS-B) NAS Wide Implementation	269.80	107.00	96.00	95.00	95.00
2A08	Air Traffic Management Implementation Portfolio	26.60	88.50	71.90	89.40	47.70
2A09	Time Based Flow Management (TBFM) Portfolio	19.90	30.70	25.77	18.17	15.00
2A10	Next Generation Weather Processor (NWP)	0.50	5.00	8.27	27.77	26.80
2A11	Airborne Collision Avoidance System X (ACAS X)	1.70	0.00	0.00	0.00	1.80
2A12	Data Communication in support of NextGen	94.70	16.90	0.67	12.67	12.00
2A13	Offshore Automation	48.30	31.80	14.70	9.60	0.00
2A14	Commercial Space Integration	1.00	8.40	9.00	22.50	22.00
	B. Terminal Programs	**1,235.80**	**1,273.70**	**1,332.96**	**1,209.76**	**1,395.30**
2B01	Standard Terminal Automation Replacement System (STARS)	188.70	196.20	163.50	117.70	145.50
2B02	Terminal Automation Program	7.40	4.10	2.00	0.00	2.00
N/A	Terminal Air Traffic Control Facilities – Replace	0.00	0.00	179.00	175.00	185.00
N/A	Air Traffic Control Tower (ATCT)/Terminal Radar Approach Control (TRACON) Facilities – Improve	0.00	0.00	66.02	66.02	66.00
N/A	NAS Facilities Occupational Safety and Health Administration (OSHA) and Environmental Standards Compliance	0.00	0.00	36.00	42.00	42.00
2B03	Integrated Display System (IDS)	30.10	125.00	64.70	8.40	31.70
2B04	Terminal Flight Data Manager (TFDM)	47.30	29.10	64.07	33.19	21.80
2B05	Performance Based Navigation (PBN) Support Portfolio	5.00	5.00	0.00	0.00	0.00
2B06	Unmanned Aircraft Systems (UAS) Implementation	3.00	9.00	9.00	9.00	9.00
2B07	Surface Surveillance Portfolio Sustain 1	56.20	21.70	52.47	49.77	54.00
2B08	Terminal and En Route Surveillance Portfolio	58.90	60.70	60.50	57.25	86.70
2B09	Terminal and En Route Voice Switch and Recorder Portfolio	36.60	51.00	211.20	218.13	320.30
2B10	Enterprise Information Platform	9.60	11.20	24.50	33.30	31.30
2B11	Remote Towers	3.00	3.00	0.00	0.00	0.00
2B12	Voice Switch Replacement	345.00	345.00	0.00	0.00	0.00
2B13	Radar Replacement	445.00	412.70	400.00	400.00	400.00

Estimated Funding by Budget Line Item (BLI) Continued

FY26 BLI Number	Capital Budget Line Item (BLI) Program	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
	C. Flight Service Programs	**49.65**	**59.20**	**64.32**	**23.74**	**21.20**
2C01	Future Flight Services Program (FFSP)	3.00	6.80	32.30	1.90	0.00
2C02	Alaska Flight Service Facility Modernization (AFSFM)	2.10	2.00	0.84	0.84	0.70
2C03	Weather Camera Program	6.50	8.00	6.10	5.00	4.50
2C04	Weather Systems Portfolio	28.05	32.40	25.08	16.00	16.00
2C05	Don Young Alaska Safety Initiatives	10.00	10.00	0.00	0.00	0.00
	D. Landing and Navigation Aids Programs	**99.95**	**116.40**	**157.08**	**132.58**	**124.10**
2D01	Wide Area Augmentation System (WAAS) for GPS	92.00	61.10	85.50	75.00	75.00
2D02	Instrument Flight Procedures Automation (IFPA)	2.40	7.00	0.00	0.00	0.00
2D03	Runway Safety Areas (RSA) – Navigational Mitigation	1.40	1.00	0.00	0.00	0.00
2D04	Landing and Lighting Portfolio	4.15	47.30	56.58	42.58	34.10
N/A	Distance Measuring Equipment (DME), VHF Omni- Directional Range (VOR), Tactical Air Navigation (TACAN) (DVT) Portfolio	0.00	0.00	15.00	15.00	15.00
	E. Other ATC Facilities Programs	**657.90**	**655.00**	**556.06**	**570.91**	**554.50**
N/A	Fuel Storage Tank Replacement and Management	0.00	0.00	22.00	22.00	22.00
N/A	Unstaffed Infrastructure Sustainment (UIS)	0.00	0.00	58.76	62.76	62.50
2E01	Aircraft Replacement and Related Equipment Program	98.50	27.90	6.50	6.50	6.50
2E02	Airport Cable Loop Systems – Sustained Support	13.00	10.00	10.00	10.00	10.00
2E03	Alaskan Satellite Telecommunication Infrastructure (ASTI)	0.00	0.00	0.00	0.00	0.00
N/A	Real Property Disposition / Facilities Decommissioning	0.00	0.00	10.00	10.00	10.00
2E03	Child Care Center Sustainment	1.60	1.60	1.00	1.00	1.00
N/A	Electrical Power Systems – Sustain/Support	0.00	0.00	141.00	141.00	141.00
N/A	Energy Management and Compliance (EMC)	0.00	0.00	4.00	4.00	4.00
2E04	FAA Telecommunications Infrastructure	455.20	530.50	265.90	284.80	281.50
2E05	Operational Analysis and Reporting Systems	8.70	9.00	6.40	5.35	0.00
2E06	Aeronautical Information Management Program	80.90	76.00	30.50	23.50	16.00
	Activity 3: Non-Air Traffic Control Facilities and Equipment	**154.80**	**159.40**	**152.60**	**142.00**	**142.00**
	A. Support Programs	**133.80**	**135.70**	**131.50**	**122.00**	**122.00**
N/A	Hazardous Materials Management	0.00	0.00	31.00	31.00	31.00
3A01	Aviation Safety Analysis System (ASAS)	40.00	29.80	28.00	28.00	28.00
3A02	National Airspace System Recovery Communications (RCOM)	12.00	12.00	12.00	12.00	12.00
N/A	Facility Security Risk Management	0.00	0.00	15.00	10.00	10.00
3A03	Information Security	27.00	27.00	24.00	24.00	24.00
3A04	System Approach for Safety Oversight (SASO)	13.60	8.30	1.50	0.00	0.00
3A05	Aerospace Medical Equipment Needs (AMEN)	1.30	3.00	0.00	0.00	0.00
3A06	System Safety Management Portfolio	13.70	15.00	10.00	15.00	15.00
3A07	National Test Equipment Program	3.00	3.00	0.00	0.00	0.00
N/A	Mobile Assets Management Program	0.00	0.00	2.00	2.00	2.00
3A08	Configuration, Logistics, and Maintenance Resource Solutions (CLMRS)	20.10	27.60	8.00	0.00	0.00
3A09	Tower Simulation System (TSS) - Tower Training Simulator	3.10	10.00	0.00	0.00	0.00
	B. Training, Equipment and Facilities	**21.00**	**23.70**	**21.10**	**20.00**	**20.00**
3B01	Aeronautical Center Infrastructure Modernization	20.00	22.50	21.10	20.00	20.00
3B02	Distance Learning	1.00	1.20	0.00	0.00	0.00
	Activity 4: Facilities and Equipment Mission Support	**223.90**	**231.00**	**243.00**	**243.00**	**240.00**
4A01	System Engineering and Development Support	39.00	39.00	39.00	39.00	36.00
4A02	Program Support Leases	55.00	55.00	60.00	60.00	60.00
4A03	Logistics and Acquisition Support Services	12.00	12.00	12.00	12.00	12.00
4A04	Mike Monroney Aeronautical Center Lease	16.90	20.00	20.00	20.00	20.00
4A05	Transition Engineering Support	16.00	16.00	19.00	19.00	19.00
4A06	Technical Support Services Contract (TSSC)	20.00	24.00	28.00	28.00	28.00
4A07	Resource Tracking Program (RTP)	10.00	10.00	10.00	10.00	10.00
4A08	Center for Advanced Aviation System Development (CAASD)	55.00	55.00	55.00	55.00	55.00
	Activity 5: Personnel Compensation, Benefits, and Travel	**670.00**	**710.00**	**752.07**	**792.20**	**832.61**
5A01	Personnel and Related Expenses	670.00	710.00	752.07	792.20	832.61
	Total Funding	**4,000.00**	**4,000.00**	**4,000.00**	**4,000.00**	**4,000.00**
	This is direct F&E funding. There is an additional $1B in FY 2026 from the Infrastructure, Investment, and Jobs Act (IIJA)					

Note: ATC Facility Sustainment and Replacement budget line items are not funded through the base F&E budget in FY 2026 and FY 2027. This strategic decision is necessary to accommodate the critical national airspace priorities of Transition from Time Division Multiplexing (TDM) to Internet Protocol (IP) via Project LIFT and Radar Replacement program. The ATC Facility Sustainment and Replacement activities are supported by Infrastructure Investment and Jobs Act (IIJA) funding in FY 2026. This approach ensures continuity of essential facility sustainment and modernization work without disruption, while preserving the integrity of our overall capital investments.

Current Status of Major Capital Programs

The criticality of on-budget and on-time acquisitions is important for the success of major capital programs. In accordance with Congressional direction through the Government Accountability Office (GAO), the FAA provides the status of the Air Traffic Organization's performance in acquiring ATC systems. In addition, the FAA regularly reports to Congress and the public on its overall performance in acquiring these ATC systems.

Major capital programs are typically classified in Acquisition Categories that have an aggregate rating of medium or high in the following areas: combination of complexity, risk, political sensitivity, safety, security and cost; requirement of special management attention based on importance to the mission of the FAA; significance of program and policy implications; executive visibility; and, high developmental costs. For more information on Acquisition Categories, see: http://fast.faa.gov/NFFCA_Acquisition_Categories.cfm

The table below shows the most recent status of information on FAA's major capital programs. There are currently no major programs that have completed or cancelled their acquisition phase since the last publication of the CIP.

FAA Capital Programs
Current Information for Major Programs

Programs	ACAT	NextGen Program	Prime Vendor	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 (ADS-B) Baseline Services Future Segments	1NI	x	L3Harris	May-19	Jan-26	718.30	Jan-24	Jan-26	718.30	Jan-26	746.50	Current Estimate versus Original Baseline: The cost increase of $28.2M (-3.9%) is associated with additional funding for the installation of Airpor Surface Surveillance Capability (ASSC) at Joint Base Andrews (ADW) to replace Airport Movement Area Safety System (AMASS) and to upgrade surface surveillance capability by adding ADS-B as a surveillance source; investment analysis activities in support of the BSFS Phase 2 FID and award the follow-on ADS-B contract; and conversion of Time Division Multiplexing (TDM) telecommunications links to Internet Protocol (IP) links.
Automatic Dependent Surveillance Broadcast (ADS-B) Enhancements	3NI	x	L3Harris, Leidos	Jul-22	Oct-26	101.90				Dec-27	101.90	Current Estimate versus Original Baseline: The 14-month schedule delay is due to En Route Automation Modernization software release plans impacted by the Air Traffic Organization (ATO) FY2025 Operations budget reprioritization.
Advanced Technologies and Oceanic Procedures (ATOP) Enhancement 1	3NI	x	Leidos	Apr-19	May-25	81.70				May-26	85.00	Current Estimate versus Original Baseline: The cost increase of $3.3M (-4.0% variance) is associated with the shortfall of $3.3M in Operations (Ops) funding for FY23 and FY24 but was offset by Facilities and Equipment (F&E) funding that will allow for the completion and deployment of the remaining Automatic Dependent Surveillance – Contract (ADS-C) capabilities in release T30 and T31 to better maintain the schedule. The 12-month schedule delay (-16.4% variance) is associated with: 1) COVID-19 work restrictions, 2) software release T29 step up impacts/delays; and 3) Issues with Weather Deviations enhancements (T31) and site pushback to step up to T31 due to operational usability concerns in previous software releases (T29 and T30) that have introduced more risks to the baseline completion date.
Advanced Technologies and Oceanic Procedures (ATOP) Sustainment 3 (S3) Phase 1	S I	-	Leidos	Oct-24	Sep-30	63.60				Sep-30	63.60	New Add.
Common Support Services - Weather	1	x	L3Harris	Mar-15	Aug-22	120.10	May-21	Apr-26	211.40	Apr-26	211.40	Current Estimate versus Original Baseline: The JRC approved the BCD on May 19, 2021. The schedule delay of 44 months (-49.4% variance) and cost increase of $91.3M (-76.0% variance) is 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.
Data Communications Segment 1 Phase 2 Full En Route Services	1NI	x	L3Harris, Leidos	Aug-16	Dec-23	421.40				Jul-27	423.00	Current Estimate versus Original Baseline: The 43-month schedule delay (-48.9% variance) and the cost growth of $1.6M (-0.4% variance) is due to Data Comm Initial Services delays, the FY19 Government shutdown, lack of SME resources, latent avionics air-to-ground network interoperability issues, and COVID-19 restrictions.
Data Communications Segment 1 Phase 2 Initial En Route Services	1NI	x	L3Harris, Leidos	Oct-14	Feb-21	816.70				May-25	864.30	Current Estimate versus Original Baseline: The 51-month schedule delay (-67.1% variance) and the cost increase of $47.6M (-5.8% variance) is due to the FY19 Government shutdown, lack of SME resources, latent avionics air-to-ground network interoperability issues, COVID-19 restrictions, capacity limitations and availability of controllers.
Enterprise Information Display System (E-IDS) Phase 1	1NI	x	Leidos	Jun-20	May-27	219.20	Sep-24	Dec-27	316.70	Dec-27	316.70	Current Estimate versus Original Baseline: The JRC approved the BCD on September 18, 2024. The schedule delay of 7 months (-8.4% variance) and cost increase $97.5M (-44.5% Variance) is 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. Program may be replanned and updates to cost and schedule estimates will be available by the end of FY25.
En Route Automation Modernization (ERAM) Enhancements 2	1NI	x	Leidos	Dec-16	Dec-23	253.60	Dec-18	Dec-24	192.90	May-25	161.50	Rebaseline vs Original Baseline: The JRC approved the BCD on December 19, 2018 with the following variances: the schedule delay of 14 months (-16.7% variance) is associated with budget uncertainty and reductions, technical changes, and adjusting priorities. The cost under run of $19.3M (10.0% variance) is due to reduced scope as a result of a reprioritization of enhancements to include only mature capabilities validated through engineering and development activities. Current Estimate vs Rebaseline: The program is currently projecting a 5-month delay (-5.2% variance) due to software release plan instability and software quailty issues resulting in software delays. The current estimate at completion has been revised since the BCD due to the actual Source Lines of Code (SLOC) costs being lower than the estimated SLOC costs at FID.
En Route Automation Modernization (ERAM) Sustainment 3	4TR	x	Leidos	Dec-19	Sep-26	332.90				Jan-27	356.20	Current Estimate versus Original Baseline: The cost increase of $23.3M (-7.0% variance) is associated with contract cost increases, purchase of Monitor & Control Workstations/Servers (MCWS) & Air Traffic (AT) workstations, and funding for non-severable work efforts, engineering, and investment analysis. The 4-month schedule delay (-4.9% variance) is due to COVID delays utilizing schedule reserves, software release plan delays, an increase in the duration of the final phase of hardware installation, and multiple unplanned operational evaluations and key site tests.

FAA Capital Programs
Current Information for Major Programs

Programs	ACAT	NextGen Program	Prime Vendor	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	
FAA Enterprise Network Services (FENS)	1NI	-	Verizon	May-24	Jul-31	2001.70				Jul-31	2001.70	New Add.
Mode S Beacon Replacement System (MSBRS) Phase 1A	4TR	x	Leidos	Nov-19	Apr-27	209.20				Apr-27	213.90	Current Estimate versus Original Baseline: The cost increase of $4.7M (-2.2% variance) is due the elongation of the prime vendor's schedule that required additional duration of non-prime program office support and significant increases to the prime vendor test and evaluation program.
Next Generation VHF and UHF A/G Communications (NEXCOM) Phase 2	2NI	-	General Dynamics C4 Systems	Aug-17	Dec-26	334.20				Dec-26	354.10	Current Estimate versus Original Baseline: The cost increase of $19.9M (-6.0% variance) is due to congressional plus up which was used to prioritize the procurement and replacement of version 1 radios with supportability issues at En route and Terminal sites.
Next Generation Weather Processor	1	x	Raytheon Corporation	Mar-15	Aug-22	189.30	May-21	Apr-26	319.90	Apr-26	319.90	Current Estimate versus Original Baseline: The JRC approved the BCD on May 19, 2021. The schedule delay of 44 months (-49.4% variance) is associated with the CSS-Wx delays and Government Furnished Information (GFI). The cost increase 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).
Offshore Automation Phase 1	1NI	x	Leidos	Sep-22	Jul-29	256.30				Nov-29	278.50	Current Estimate versus Original Baseline: The cost increase if $22.2M cost increase (-8.7%) associated with: Underestimating costs for construction, hardware, licenses, and ERAM shared costs. The 4-month schedule delay (-4.9%) is associated with functionalities that have grown in complexity and require more time to engineer.
System Approach for Safety Oversight (SASO) Phase 4	3NI	-	Volpe	Jul-21	Sep-28	130.40				Sep-28	130.40	
Standard Terminal Automation Replacement System (STARS) Sustainment 3	4TR	x	Raytheon Corporation	Jun-21	Mar-27	241.40				Mar-27	241.60	Current Estimate versus Original Baseline: The cost increase of $0.2M (-0.1% variance) is due to the FY21 Transition to Operations and Maintenance (TOM) funding.
Standard Terminal Automation Replacement System Sustainment 4	S I	x	Raytheon Corporation	Jul-24	Jan-33	811.10				Jan-33	811.10	New Add.
System Wide Information Management (SWIM) Segment 2C	4TR	x	L3Harris	Mar-20	Sep-25	129.50				Sep-25	133.90	Current Estimate versus Original Baseline: The cost increase of $4.4M (-3.4% variance) is associated with replacement of the legacy National Offload Program (NOP) hardware at 148 Standard Terminal Automation Replacement System (STARS) sites with Store and Forward Appliances (SAFA) Devices and the related upgrade of the SWIM Terminal Data Distribution Services (STDDS) software.
System Wide Information Management (SWIM) Segment 2D	NI IIA	x	L3Harris	May-24	Apr-29	177.80				Apr-29	177.80	New Add.
Terminal Flight Data Manager (TFDM)	1	x	Leidos	Jun-16	Sep-28	795.20				Feb-28	957.00	Current Estimate versus Original Baseline: The cost increase of $161.8M (-20.3% variance) is associated with 1) performance laspses by the vendor, pre-COVID, 2) the government shutdown in 2019, 3) COVID-19 work restrictions, a a required update to Operating system (Redhat version 8). TFDM Baseline Change Decision (BCD) is planned for the summer 2025.
Terminal Precipitation on the Glass (TPoG)	NI IIA	-	BCI	Oct-23	Aug-29	37.80				Aug-29	37.80	New Add.
Voice Communication Systems Phase 1a APC - Qualification	1NI	-	Frequentis USA	Dec-23	Jul-26	133.80				Aug-26	128.70	Current Estimate versus Original Baseline: The 1-month schedule delay (-3.2% variance) to ISD due to Initial Factory Acceptance Test (iFAT) and early software audit identifying additional time needed to complete APC development required to provide an alternate APC management system from what the vendor initially proposed.
Wide Area Augmentation System (WAAS) Phase 4B	NI IIA	-	Raytheon/ Collins	Jun-22	Jun-28	665.30				May-29	613.30	Current Estimate versus Original Baseline: The cost decrease of $52.0M (7.8% variance) is associated with the transfer of GEO lease costs from the F&E appropriation to Operations appropriation. 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 of the operating system from AIX to Linux.