



March 27, 2026

The Honorable Tom Cole
Chairman
House Appropriations Committee
H-307, The Capitol
Washington, D.C. 20515

The Honorable Rosa DeLauro
Ranking Member
House Appropriations Committee
1036 Longworth House Office Building
Washington, D.C. 20515

The Honorable Steve Womack
Chairman
House Appropriations Subcommittee on
Transportation, Housing and Urban
Development, and Related Agencies
2358-A Rayburn House Office Building
Washington, D.C. 20515

The Honorable James E. Clyburn
Ranking Member
House Appropriations Subcommittee on
Transportation, Housing and Urban
Development, and Related Agencies
1036 Longworth House Office Building
Washington, D.C. 20515

Dear Chairman Cole, Chairman Womack, Ranking Member DeLauro, and Ranking Member Clyburn:

The Aerospace Industries Association (AIA), representing hundreds of aerospace manufacturers, developers, and suppliers and more than 2.2 million U.S. workers, respectfully requests your support of increased and sustainable funding for the Federal Aviation Administration (FAA) in the Fiscal Year (FY) 2027 appropriations process. Specifically, AIA requests that Congress fund FAA Operations at no less than \$14.1 billion, FAA Facilities and Equipment at no less than \$4 billion, and FAA Research, Engineering & Development at no less than \$290 million, consistent with FY26 enacted levels.

Civil aviation is a critical sector of the U.S. economy and the U.S. manufacturing industry's largest contributor to a positive U.S. trade balance. Last year's tragic mid-air collision over Ronald Reagan Washington National Airport highlighted the need to enhance safety, efficiency, and coordination in the National Airspace System (NAS). AIA appreciates the strong support the Appropriations Committee has provided for the FAA in recent years. The bipartisan support for increased FAA funding has made initial but meaningful progress possible, but continued investment for this multi-year effort is essential.

The FAA is the bedrock of the United States' standing as the global leader in aviation safety. As new technologies are being integrated into the National Airspace System and there is a refocused effort on Air Traffic Control (ATC) modernization, strong FAA funding must be in place to support these strategic priorities as well as the important tactical work of aviation safety and efficiency.

For FY27, AIA urges your support of the following requests to ensure the FAA has the resources necessary to enhance safety, modernize infrastructure, prepare for new entrants, and support America's aviation workforce and industrial base.

Federal Aviation Administration (FAA)

Operations – Support funding of no less than \$14.1 billion to invest in:

- Aircraft Certification Service at no less than the FY26 enacted level of \$379.2 million to ensure sufficient technical expertise and workforce training for the FAA's certification workforce, including the recruitment and training of engineers, safety inspectors, human factors specialists, and other technical experts to support innovation, product development, and modernization of aircraft certification processes to improve effectiveness and efficiency.
- Office of Aviation Safety (AVS) at no less than the FY26 enacted level of \$1.8 billion to include training and workforce initiatives for aviation safety inspectors, aviation safety engineers, and other FAA employees responsible for certification and safety oversight of aircraft and operations and enabling new products and technologies such as Advanced Air Mobility (AAM).
- New Airspace Modernization Office at the highest possible funding to continue the modernization of the NAS, including planning, research and development, and systems engineering as efficiently as possible.
- New Advanced Aviation Technologies Office at the highest possible funding to oversee the integration of drones, eVTOLs, and other AAM vehicles into the airspace.
- Office of Commercial Space Transportation (AST) at no less than \$41.9 million, an increase from the FY26 enacted level of \$41.7 million. With the increased number of launch and reentry licenses, the AST requires this funding to maintain a timely approval process necessary for continued growth in the U.S. commercial space sector and to support U.S. government civil and national security launches. Funding will support the timely development and adoption of national airspace integration capabilities.
- Upper Class E Airspace Traffic Management (ETM) initiatives to ensure that the FAA can continue to develop airspace management procedures for supersonic aircraft operations that are being developed by U.S. companies.

Additionally, the committee should direct the FAA to report to Congress within 180 days of the bill's enactment on its coordination with the Federal Communications Commission (FCC),

National Telecommunications and Information Administration (NTIA), and Department of War (DoW) to ensure that current and future spectrum reallocations do not adversely affect commercial aviation safety and aircraft operational capability. The report shall also consider findings and recommendations based on a review of prior spectrum reallocation actions and include recommendations on FAA processes to support timely certification of new capabilities that support spectrum reallocations.

Facilities and Equipment – Support funding of no less than \$4 billion to invest in:

- Air Traffic Control Facilities and Equipment activities at no less than the FY26 enacted level of \$2.5 billion.
- Air/Ground Communications Infrastructure at no less than the FY26 enacted level of \$8.2 million to develop and sustain the equipment necessary for air traffic controllers to communicate with other controllers, ground personnel, pilots in the air and on the ground, and other authorities.
- Automatic Dependent Surveillance-Broadcast (ADS-B) NAS Wide Implementation at no less than the FY26 enacted level of \$269.8 million.
- Airborne Collision Avoidance System X (ACAS X) at an increase of no less than \$10 million above the FY26 enacted level of \$1.7 million to support planned ACAS X updates to enable low-altitude traffic alerting and guidance, and enhanced ACAS X technology for rotorcraft and uncrewed operations.
- Commercial Space Integration at no less than \$8.4 million to safely integrate new vehicle types with a variety of unique flight capabilities and characteristics into the NAS as the commercial space industry continues to mature and evolve.
- Surface Awareness Initiatives to improve controller situational awareness and reduce runway incursions.
- Terminal Flight Data Manager (TFDM) to replace paper flight strips and provide air traffic controllers with tools to more safely and efficiently manage growing congestion on the airport surface due to increased commercial air traffic. Congress should ensure the FAA develops a plan for deploying this foundational technology to at least all large, medium, and small hub airports.
- Common Automation Platform (CAP) to consolidate the FAA's current automation systems and displays required to control and monitor the NAS. Congress should ensure the FAA thoroughly evaluates companies that provide ATC technologies to China and fully considers the significant national security risks stemming from awarding those businesses the contract to design or operate CAP, especially if China has adopted similar architectures to manage its civil and military aviation activities.
- Unmanned Aircraft Systems (UAS) implementation at no less than the FY26 enacted level of \$16 million to ensure the FAA can safely integrate UAS into the NAS.

Research, Engineering, and Development – Support funding of no less than \$290 million to invest in:

- Aviation Workforce Development Programs at no less than \$60 million authorized by Section 440 of the FAA Reauthorization Act of 2024. Funding will help grow the aviation workforce pipeline through the education and recruitment of aircraft manufacturing technical workers, maintenance technicians, and aerospace engineers.
- Programs to reduce noise, emissions, fuel burn, and other innovative technologies, including: Aircraft Technologies and Fuels Research for the Continuous Lower Energy, Emissions and Noise (CLEEN) program at no less than the FY26 enacted level of \$38.5 million to accelerate the development, certification, and entry-into-service of new aircraft and engine technologies that reduce noise, emissions, and fuel burn; and the Center of Excellence for Alternative Jet Fuels and Environment (ASCENT) at no less than the FY26 enacted level of \$35.5 million to support cooperative aviation research that works to create science-based, cost-effective, and innovative solutions to some of the aviation industry’s biggest challenges, including noise reduction, fuel efficiency, and the energy resiliency of the sector.
- The Center for Advanced Aviation Technologies (CAAT) at no less than \$35 million to advance aviation technologies including research and development to safely integrate autonomous aircraft and ensure their safe integration into the NAS. The center is a collaboration between government, academia, and industry to drive innovation in aviation.
- The Joint Center of Excellence for Advanced Materials (JAMS) at no less than \$17 million to assist in ensuring the safe and reliable application of composite and advanced materials to commercial aircraft.
- The National Center for Advanced Materials Performance (NCAMP) at no less than \$10 million to qualify domestic carbon fiber composite material systems from companies headquartered in the United States and populate a shared materials database that can be accessible to aircraft and parts manufacturers.
- Aircraft Radio Altimeter Development, Testing, and Certification at no less than \$5 million – an increase of \$1 million over FY26 enacted – to ensure that radio signals from newly activated wireless telecommunications systems can coexist safely with flight operations in the United States.
- Titanium Cold Dwell Fatigue Inspection at no less than \$6 million to establish an innovative research program to mature, validate, standardize, and scale implementation of advanced titanium cold dwell fatigue inspection technology. This program will improve flight safety, establish domestic manufacturing supply chains, and leverage other metals research programs in the federal government.

Office of Policy and Strategic Engagement (APL) – Support funding of no less than \$96.83 million to invest in:

- FAA's continued efforts to increase the safety and capacity of the global aerospace system and effectiveness of U.S. representation at the International Civil Aviation Organization in the establishment of global aviation standards and recommended practices.
- The Science, Technology, Engineering, and Math Aviation and Space Education (STEM AVSED) program to help K-12 students explore aviation and aerospace career options while promoting STEM learning.
- The Samya Rose Stumo National Air Grant Fellowship (NAGF), which offers graduate students grants and fellowship opportunities with a congressional committee that has jurisdiction over the FAA to gain experience on how aviation legislation and policy are developed in Congress.

AIA and our member companies thank you for your leadership and your consideration of our FY27 funding priorities for the FAA. We are available to discuss any of these recommendations at your convenience.

Sincerely,

A handwritten signature in black ink that reads "Jess Moore". The signature is written in a cursive, flowing style.

Jess Moore
Vice President, Legislative Affairs
Aerospace Industries Association