

2025 GAMA Hill Day Meetings Fiscal Year (FY) 2026 Appropriations

KEY TALKING POINTS

- Completion, in a timely manner, of an FY26 appropriations bill that funds the FAA is critical for aviation safety and air traffic operations and modernization.
- We encourage policymakers to support robust funding and resources for FAA's Aircraft Certification Service (AIR) office and staff including training and technical expertise. AIR provides critical oversight for aviation safety and engages internationally to ensure a level playing field in a very competitive global market for U.S. aviation manufacturers.
- We also strongly support prioritization of funding for the Manufacturing component of the FAA's Section 625 Workforce Development Grant Program at \$20M, which is the level authorized in the 2024 FAA Reauthorization Act. The grant program's focus on manufacturing will be essential to help recruit and maintain a skilled and competent workforce for the future needs of our sector.
- The FY26 appropriations process also provides the opportunity for Congress to direct the FAA to implement key sections of the 2024 FAA Reauthorization, especially those related to digitization of certification processes.

BACKGROUND

The Administration FY26 budget is not expected to be released until late May. While we do not know what it will propose for FAA's programs, it will provide additional insight on Administration policy and spending priorities including enactment of the 2024 FAA Reauthorization.

Concurrent to this effort, Republican majorities in House and Senate have expressed strong interest in reducing domestic discretionary spending to levels consistent with the prior Trump Administration tenure (2019). This underscores the need to advocate for strong funding in key areas including FAA.

If FY26 FAA funding levels are insufficient, the certification of safety-enhancing technologies will be impacted, and U.S. manufacturing jobs will be threatened as well as U.S. leadership in aviation. AIR activities are critical to ensuring safety oversight and FAA certification of commercial and general aviation products and technologies including advanced air mobility.

During meetings, we encourage you to provide examples of the certification issues your company is facing and articulate the need for sufficient funding in a timely manner.

The FY25 budget request for FAA's AIR office was \$365.7M. The House Appropriations Committee provided the budget request while the Senate Appropriations Committee added an additional \$10M to its proposal to respond to aircraft production and safety concerns



that have occurred. Given that final FY25 funding resulted in a Continuing Resolution enacted in late-March rather than a completed appropriations measure, there is uncertainty about actual funding levels for FY25 and what impact this may have on FAA programs.