

FEDERAL AVIATION ADMINISTRATION (FAA)

Without a Continuing Resolution, the following will occur at the FAA:

- **Aviation taxes will be collected.**
- No new Airport Improvement (AIP) grants will be issued. All Airports Office staff would continue to work and be paid and payments on prior year obligated funds would continue until the liquidated cash balance is spent.
- Research, Engineering, and Development (RE&D) account employees would continue to work with pay using their existing multi-year funding, until such funding runs out.
- All non-expected employees under the Operations and Facilities and Equipment (F&E) accounts would be furloughed. Expected employees would continue to work without pay.
 - **There will be no immediate impact on critical safety functions such as air traffic control and safety inspection.**
 - Contractors could keep working to the extent they have funds previously obligated for that work and access to FAA personnel and facilities is not needed for them to continue working. Payments to the contractors would stop as FAA personnel needed to review and approve invoices would be furloughed. Stop work orders will be issued to many contractors. Small businesses, largely dependent on receiving timely payments for their work, will be particularly adversely affected.
- **The most significant immediate impacts will be to the certification and registry of new aviation products.**
 - The FAA's aircraft registry will close, delaying deliveries of new aircraft.
 - Closure of the registry will also stop sales of used planes.
 - As many as 10,000 aircraft a month could be grounded if registrations cannot be renewed.
- Examples of other activities that would be suspended include, but would not be limited to:
 - Issuance of airmen certificates and airmen medical certificates;
 - Development of new air traffic control specialists not yet certified to work a position (controller training);
 - Aviation rulemaking;
 - Facility security inspections, evaluations, audits and inspections;
 - Development, operational testing, and evaluation of NextGen technologies;

- Development of NextGen safety standards;
- Capital planning for FAA facilities and equipment;
- Audit and evaluation;
- Financial operations, controls, reporting and accountability;
- Employee drug testing program;
- Law enforcement assistance support;
- Most administrative support functions not required for support of life and safety “excepted” positions;
- Congressional liaison services; and
- Approval of exemptions for unmanned aerial systems operations.