



The House Committee on Transportation & Infrastructure

Chairman Peter A. DeFazio
Ranking Member Sam Graves

H.R. 1108 “Aviation Funding Stability Act of 2019” Introduced by Rep. Peter A. DeFazio, Rep. Rick Larsen *February 8, 2019*

GOVERNMENT SHUTDOWN: IMPACTS ON U.S. AVIATION

The United States is home to the world's largest, busiest, and most complex airspace system. Civil aviation alone has a \$1.5 trillion impact on the economy, creating more than 11 million jobs, according to industry groups. As a result of the recent government shutdown—the longest in U.S. history—the Federal Aviation Administration (FAA) was unable to fulfill its critical mandate to provide and oversee the safest and most efficient aviation system in the world.

At the start of the shutdown, more than 17,000 employees at the FAA—approximately 40 percent of the entire agency—were furloughed, including the vast majority of aviation safety inspectors. Those FAA employees who remained at work, including more than 14,000 air traffic controllers, performed their duties—sometimes working overtime—for more than 30 days without pay, causing unnecessary stress and burden on them and their families.

The effects of the recent shutdown will be felt for years to come, and may even have led to gaps in aviation safety that put U.S. travelers at risk. In addition to the tremendous hardship and uncertainty placed on the FAA workforce, the shutdown negatively affected all aspects of U.S. aviation, including airlines, airports, manufacturers, flight crews, passengers, and the pipeline of new critical aviation safety employees.

H.R. 1108, THE "AVIATION FUNDING STABILITY ACT OF 2019"

This legislation will protect FAA programs and personnel, and the U.S. aviation industry as a whole, from future shutdowns of the Federal Government. Specifically, when there is a lapse in FAA appropriations, H.R. 1108:

- **Authorizes the FAA to continue to draw from its Airport and Airway Trust Fund (AATF) during a lapse, with no General Fund contributions.** The AATF generates enough revenue from the domestic passenger ticket tax, commercial fuel tax, general aviation gasoline tax, and cargo tax, among other sources, to sustain all of the agency's programs without a General Fund contribution needed during a lapse. Because users of the National Airspace System pay for the system, they deserve for it to function without interruption.
- **Allows the entire agency to operate at current funding levels, with no Congressional action required.** This ensures that all FAA programs function uninterrupted and that all FAA employees are paid for their important work.

This legislation has the support of aviation industry stakeholders, including:

- Air Line Pilots Association (ALPA)
- Air Medical Operators Association (AMOA)
- Aircraft Owners and Pilots Association (AOPA)
- Airlines for America (A4A)
- Airports Council International-North America (ACI-NA)
- American Association of Airport Executives (AAAE)
- Association of Flight Attendants-CWA (AFA)
- Cargo Airlines Association (CAA)
- Delta Air Lines
- General Aviation Manufacturers Association (GAMA)
- Helicopter Association International (HAI)
- International Air Transport Association (IATA)
- International Association of Machinists and Aerospace Workers (IAM)
- National Air Traffic Controllers Association (NATCA)
- National Association of State Aviation Officials (NASAO)
- National Business Aviation Association (NBAA)
- Professional Aviation Safety Specialists, AFL-CIO (PASS)
- Regional Airline Association (RAA)
- Transport Workers Union of America (TWU)