



H.R. 3540 – Federal Aviation Administration Extension Act of 2007

FLOOR SITUATION

H.R. 3540 is being considered on the floor under suspension of the rules and will require a two-thirds majority vote for passage. This legislation was introduced by Representative Charles Rangel (D-NY) on September 17, 2007. The House Ways and Means Committee approved the bill by voice vote on September 18, 2007. The House Transportation and Infrastructure Committee discharged the bill on September 20, 2007.

H.R. 3540 is expected to be considered on the floor on September 24, 2007.

BACKGROUND

The Federal Aviation Administration (FAA) is an agency within the Department of Transportation that oversees and regulates the U.S. aviation system with the task of providing the safest and most efficient system in the world.

The authorization for many of FAA's programs, as well as the taxes and fees associated with the Airport and Airways Trust Fund, expire on September 30, 2007. On September 20, 2007, the House passed the FAA Reauthorization Act of 2007 by a vote of 267 to 151. The Senate Finance and Commerce Committees have approved their own versions reauthorizing FAA programs. However, the full Senate has yet to approve a comprehensive bill.

The Administration proposed a number of FAA reforms, including significant changes to FAA's current tax and fee system that would be linked more closely with usage of the U.S. aviation system. The proposal stirred a contentious debate between the commercial airline industry and general aviation.

SUMMARY

H.R. 3540 provides a short-term, 90-day extension for the collection of the aviation taxes that fund the FAA as well as expenditure authority for the Airport and Airway Trust Fund. Under the bill, these authorities expire on January 1, 2008.

COST

According to the Congressional Budget Office, implementing H.R. 3540 "would increase discretionary spending by \$3.1 billion over the 2008-2012 period."

[H.R. 3540, Federal Aviation Administration Extension Act of 2007](#)

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