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## [H.R. 3614, Airport and Airway Extension Act of 2015](#)

### FLOOR SITUATION

On Monday, September 28, 2015, the House will consider [H.R. 3614](#), the Airport and Airway Extension Act of 2015, under suspension of the rules. H.R. 3614 was introduced on September 25, 2015, by Rep. Bill Shuster (R-PA) and was referred to the Committee on Transportation and Infrastructure, and in addition, to the Committee on Ways and Means and the Committee on Science, Space, and Technology.

### SUMMARY

H.R. 3614 extends the authorization for several Federal Aviation Administration (FAA) programs, which are set to expire on September 30, 2015, until March 31, 2016.

### BACKGROUND

Most FAA programs are financed through the Airport and Airway Trust Fund (AATF), sometimes referred to as the Aviation Trust Fund. Revenues for the fund are derived from aviation-related excise taxes on passengers, cargo, and fuel. In fiscal year 2014, the AATF provided over 80 percent of the FAA's total annual funding, with the remainder coming from general fund appropriations.<sup>1</sup> In 2013, the AATF had revenues of almost \$12.9 billion and maintained a cash balance of more than \$13 billion.<sup>2</sup> The funding authorization for the Federal Aviation Administration (FAA), included in the FAA Modernization and Reform Act of 2012 ([P.L. 112-95](#)), expires on September 30, 2015.

### COST

A Congressional Budget Office cost estimate is currently not available.

### STAFF CONTACT

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<sup>1</sup> See [FAA Fact Sheet](#)

<sup>2</sup> See CRS Report, [Issues in the Reauthorization of the Federal Aviation Administration \(FAA\)](#), January 29, 2015.

For questions or further information please contact [John Huston](#) with the House Republican Policy Committee by email or at 6-5539.