



CONGRESSIONAL BUDGET OFFICE  
COST ESTIMATE

May 18, 2001

**H.R. 1407**

**A bill to amend title 49, United States Code, to permit air carriers to meet and discuss their schedules in order to reduce flight delays, and for other purposes**

*As ordered reported by the House Committee on Transportation and Infrastructure  
on May 16, 2001*

H.R. 1407 would exempt air carriers from antitrust laws through 2003, under certain conditions. Under the bill, air carriers could cooperate to limit flights at airports where scheduled flights exceed capacity if the Secretary of Transportation determines that such agreements would reduce travel delays and improve service to the public. H.R. 1407 would require that a representative of the Department of Transportation (DOT) monitor discussions among airlines for this purpose, and that any discussions be open to the public. The bill would not allow air carriers to discuss fares, services, or the city pairs involved with such flights.

Based on information from DOT, CBO estimates that the annual cost of monitoring discussions between air carriers would be negligible and subject to the availability of appropriated funds. H.R. 1407 would not affect direct spending or receipts; therefore, pay-as-you-go procedures do not apply. H.R. 1407 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would impose no costs on state, local, or tribal governments.

The CBO staff contact is Mark Hadley. This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.