



**CONGRESSIONAL BUDGET OFFICE
COST ESTIMATE**

March 22, 2011

**H.R. 970
Federal Aviation Research and Development
Reauthorization Act of 2011**

*As ordered reported by the House Committee on Science, Space, and Technology
on March 17, 2011*

SUMMARY

H.R. 970 would authorize the appropriation of funds for research related to aviation. CBO estimates that implementing the bill would cost \$412 million over the 2011-2016 period, assuming appropriation of the authorized amounts. Enacting H.R. 970 would not affect direct spending or revenues; therefore, pay-as-you-go procedures do not apply.

H.R. 970 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would impose no costs on state, local, or tribal governments.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary impact of H.R. 970 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars						2011- 2016
	2011	2012	2013	2014	2015	2016	
CHANGES IN SPENDING SUBJECT TO APPROPRIATION							
Aviation Research Spending Under Current Law							
Authorization Level	191	0	0	0	0	0	191
Estimated Outlays	186	106	43	20	17	20	392
Proposed Changes							
Authorization Level	-26	147	147	147	0	0	415
Estimated Outlays	-14	69	125	144	69	19	412
Spending Under H.R. 970							
Authorization Level	165	147	147	147	0	0	606
Estimated Outlays	172	175	168	164	86	39	804

a. A full-year appropriation for aviation programs in 2011 has not yet been enacted. For this estimate, CBO assumes that the partial-year funding already provided will be increased proportionately—annualized—to provide full-year funding.

BASIS OF ESTIMATE

For this estimate, CBO assumes that H.R. 970 will be enacted in the spring of 2011. Outlay estimates are based on historical spending patterns for affected programs and on information provided by the Federal Aviation Administration (FAA).

H.R. 970 would authorize appropriations over the 2011-2014 period for the FAA’s research, engineering, and development program. On an annualized basis, discretionary funding for that program currently totals \$191 million under Public Law 112-6, Additional Continuing Appropriation Amendments, 2011. CBO estimates that spending under current law will total \$392 million over the 2011-2016 period. That estimate includes outlays stemming from authority provided under Public Law 112-6 and from funding provided prior to 2011.

H.R. 970 would authorize appropriations totaling \$165 million in 2011 (\$26 million less than the annualized amount that is currently available in 2011 under Public Law 112-6) and \$147 million each year between 2012 and 2014 for aviation-related research activities. CBO estimates that fully funding H.R. 970 would result in additional spending totaling \$412 million over the 2011-2016 period.

In addition, H.R. 970 would authorize additional spending for research and development related to designing and managing the national airspace and efforts to enhance safety, capacity, and environmental attributes of airports. Any spending for those activities under H.R. 970 would be subject to appropriation. Furthermore, FAA's authority to carry out those measures would be contingent on enactment of legislation that reauthorizes appropriations for FAA's programs that traditionally receive funding for facilities and equipment related to the air traffic control system and for grants to airports. Because of that contingency, this estimate does not include any additional spending to fully implement those research initiatives, which CBO estimates would cost about \$650 million over the 2011-2016 period, assuming appropriation of the necessary amounts. That amount is based on information from the FAA about the cost of research and development activities related to airports and the air traffic control system.

PAY-AS-YOU-GO CONSIDERATIONS: None.

ESTIMATED IMPACT ON THE PRIVATE SECTOR

H.R. 970 contains no intergovernmental or private-sector mandates as defined in UMRA and would impose no costs on state, local, or tribal governments.

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