



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

February 23, 2016

H.R. 4489 FLIGHT R&D Act

*As ordered reported by the House Committee on Science, Space, and Technology
on February 11, 2016*

SUMMARY

H.R. 4489 would reauthorize the Federal Aviation Administration's (FAA's) research and development programs. Through such programs, the FAA conducts research aimed at developing technologies to enhance the safety, economic competitiveness, and environmental performance of aviation-related infrastructure and systems that comprise the U.S. national airspace.

Assuming appropriation of the authorized amounts, CBO estimates that implementing H.R. 4489 would cost \$508 million over the next five years. Because enacting H.R. 4489 would not affect direct spending or revenues, pay-as-you go procedures do not apply. CBO estimates that enacting H.R. 4489 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2027

H.R. 4489 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act (UMRA) and would not affect the budgets of state, local, or tribal governments.

ESTIMATED COST TO THE FEDERAL GOVERNMENT

The estimated budgetary effect of H.R. 4489 is shown in the following table. The costs of this legislation fall within budget function 400 (transportation).

	By Fiscal Year, in Millions of Dollars					2017-2021
	2017	2018	2019	2020	2021	
CHANGES IN SPENDING SUBJECT TO APPROPRIATION						
Authorization Level	169	173	174	0	0	516
Estimated Outlays	85	144	164	87	28	508

BASIS OF ESTIMATE

For this estimate, CBO assumes that H.R. 4489 will be enacted before the start of fiscal year 2017 and that appropriations will be provided as specified by the bill.

H.R. 4489 would authorize appropriations totaling \$516 million over the 2017-2019 period for the FAA’s research and development programs. (The bill would authorize appropriations totaling \$166 million for those activities in 2016; the Congress has already provided that amount for the current year.) The bill also would specify a variety of programmatic priorities for the FAA to pursue through its research programs, particularly related to the regulation and oversight of unmanned aircraft systems and efforts to enhance cybersecurity within the U.S. airspace. Amounts authorized by the bill include:

- \$359 million for safety-related research;
- \$78 million for research to promote technologies to enhance economic competitiveness;
- \$60 million for research related to environmental sustainability; and
- \$19 million for activities related to the FAA’s underlying mission to regulate civil aviation.

Based on historical spending patterns for FAA’s research-related activities, CBO estimates that implementing H.R. 4489 would cost \$85 million in 2017, \$508 million over the 2017-2021 period, and \$8 million in later years.

PAY-AS-YOU-GO CONSIDERATIONS: None.

INCREASE IN LONG TERM DIRECT SPENDING AND DEFICITS

CBO estimates that enacting H.R. 4489 would not increase net direct spending or on-budget deficits in any of the four consecutive 10-year periods beginning in 2027.

INTERGOVERNMENTAL AND PRIVATE-SECTOR IMPACT

H.R. 4489 contains no intergovernmental or private-sector mandates as defined in UMRA and would not affect the budgets of state, local, or tribal governments.

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