



# The House Committee on Transportation & Infrastructure

Chairman Peter A. DeFazio  
Ranking Member Sam Graves

**H.R. 4042**  
**“Aviation Funding Stability Act of 2021”**  
Introduced by  
**Committee on Transportation and Infrastructure Chair Peter A. DeFazio (D-OR),**  
**Subcommittee on Aviation Chair Rick Larsen (D-WA),**  
**Representative Bob Gibbs (R-OH), and Representative Brian Fitzpatrick (R-PA)**

*June 22, 2021*

## **GOVERNMENT SHUTDOWNS: IMPACTS ON U.S. AVIATION**

The United States is home to the world's largest, busiest, and most complex airspace system. U.S. civil aviation contributes \$1.8 trillion in total economic activity and supports nearly 11 million jobs, according to the Federal Aviation Administration (FAA).<sup>1</sup> As a result of the federal government shutdown of 2018–2019—the longest shutdown in U.S. history—the FAA was unable to fulfill its critical mandate to provide and oversee the safest and most efficient aviation system in the world.

At the start of the 2018–2019 shutdown, more than 17,000 FAA employees—approximately 40 percent of the entire agency—were furloughed, including the vast majority of aviation safety inspectors. Those FAA employees who remained at work, including more than 14,000 air traffic controllers, performed their duties—sometimes working overtime—for 35 days without pay, causing unnecessary stress and burden on them and their families.

**The effects of a federal government shutdown can be felt for years and may result in gaps in aviation safety that put U.S. travelers at risk. In addition to the hardship and uncertainty placed on the critical FAA workforce, shutdowns negatively affect all aspects of U.S. civil aviation, including airlines, airports, manufacturers, flight and cabin crews, passengers, and the pipeline of new aviation safety employees.**

## **H.R. 4042, THE "AVIATION FUNDING STABILITY ACT OF 2021"**

This legislation will insulate FAA programs and personnel, and the U.S. aviation industry, from the effects of a future federal government shutdown. Specifically, if a lapse in FAA appropriations occurs, H.R. 4042, “The Aviation Funding Stability Act of 2021”:

- **Authorizes the FAA to continue to draw from its Airport and Airway Trust Fund (AATF) during a lapse, with no General Fund contributions.** The AATF typically generates enough revenue from the domestic passenger ticket tax, commercial fuel tax, general aviation gasoline tax, and cargo tax, among other sources, to sustain all FAA programs without a General Fund contribution needed during a lapse. Because users of the National Airspace System pay for the system, they deserve for it to function without interruption.
- **Allows the entire agency to operate at current funding levels, for up to 30 days, with no Congressional action required.** This ensures that all FAA programs function uninterrupted and all FAA employees are paid for their important work.

<sup>1</sup> FAA, *The Economic Impact of Civil Aviation on the U.S. Economy*, Jan. 2020, available at [https://www.faa.gov/about/plans\\_reports/media/2020\\_jan\\_economic\\_impact\\_report.pdf](https://www.faa.gov/about/plans_reports/media/2020_jan_economic_impact_report.pdf).

**This legislation has the support of aviation industry and labor stakeholders, including:**

- Air Line Pilots Association (ALPA)
- Air Medical Operators Association (AMOA)
- Aircraft Mechanics Fraternal Association (AMFA)
- Aircraft Owners and Pilots Association (AOPA)
- Airlines for America (A4A)
- Airports Council International-North America (ACI-NA)
- Allied Pilots Association (APA)
- American Association of Airport Executives (AAAE)
- Association of Flight Attendants-CWA (AFA)
- Association of Professional Flight Attendants (APFA)
- Association of Unmanned Vehicle Systems International (AUVSI)
- Cargo Airline Association (CAA)
- Coalition of Airline Pilots Associations (CAPA)
- General Aviation Manufacturers Association (GAMA)
- Helicopter Association International (HAI)
- International Air Transport Association (IATA)
- International Association of Machinists and Aerospace Workers (IAM)
- International Brotherhood of Teamsters
- National Air Carrier Association (NACA)
- National Air Traffic Controllers Association (NATCA)
- National Air Transportation Association (NATA)
- National Association of State Aviation Officials (NASAO)
- National Business Aviation Association (NBAA)
- National Electrical Contractors Association (NECA)
- NetJets Association of Shared Aircraft Pilots (NJASAP)
- Professional Aviation Safety Specialists, AFL-CIO (PASS)
- Regional Airline Association (RAA)
- Small UAV Coalition
- Southwest Airlines Pilots Association (SWAPA)
- Transport Workers Union of America (TWU)
- Transportation Trades Department, AFL-CIO (TTD)