

FAA REAUTHORIZATION ACT (H.R. 2881)

- Introduced by Rep. James Oberstar (D-Minn.) on June 27, 2007
- Authorizes \$67.2 billion for the Federal Aviation Administration over four years
- Raises jet fuel tax for general aviation to 35.9 cents per gallon
- Maintains 4.3 cent per gallon jet fuel tax for commercial airlines
- Increases the cap on the passenger facility charges
- Dedicates \$15.8 billion for airport infrastructure improvements
- Increases funding for the Essential Air Service Program
- Reclassifies FedEx trucking under the National Labor Relations Act
- Includes a Passenger Bill of Rights
- Mandates arbitration for current and future stalled labor disputes involving air traffic controllers
- Passed the House by a 267-151 vote on Sept. 20, 2007
- Substitute amendment (below) to H.R. 2881 debated in Senate

AVIATION INVESTMENT AND MODERNIZATION ACT (S. 1300)

- Introduced by Sen. Jay Rockefeller (D-W.Va.) on May 3, 2007
- Authorizes \$65 billion for the Federal Aviation Administration over four years
- Phases out 4.3 cent per gallon jet fuel tax for commercial airlines
- Raises jet fuel tax for general aviation to 49.1 cents per gallon
- Dedicates \$400 million annually toward modernizing the air traffic control system, funded by a \$25 per flight surcharge on some general aviation
- Dedicates \$16 billion for airport infrastructure improvements
- Increases funding for the Essential Air Service Program
- Includes a Passenger Bill of Rights
- Mandates arbitration for future stalled labor disputes involving air traffic controllers
- Ordered reported by voice vote from the Senate Commerce, Science and Transportation Committee on May 16, 2007

AMERICAN INFRASTRUCTURE INVESTMENT AND IMPROVEMENT ACT (S. 2345)

- Introduced as original bill by Sen. Max Baucus (D-Mont.) on Nov. 13, 2007
- Reauthorizes fuel taxes used to fund the Airport and Airway Trust Fund
- Raises jet fuel tax for general aviation to 35.9 cents per gallon
- Maintains 4.3 cent per gallon jet fuel tax for commercial airlines
- Raises the departure and arrival tax from \$15.10 to \$16.65
- Imposes \$58 per flight surcharge for general aviation flights under a fractional ownership aircraft program
- Enacts new pension funding requirements for airlines
- Draft ordered reported by a 16-5 vote from the Senate Finance Committee on Sept. 21, 2007

SENATE FAA SUBSTITUTE (H.R. 2881)

- Proposed by Sen. Jay Rockefeller (D-W.Va.) as a substitute amendment to H.R. 2881 on April 29, 2008
- Seeks to reconcile differences between S. 1300 and S. 2345
- Does not contain the flight surcharge in S. 1300 and the departure and arrival tax increase in S. 2345
- Raises jet fuel taxes for general aviation to 35.9 cents per gallon
- Dedicates \$290 million annually to modernize the air traffic control system
- Other provisions similar to S. 1300
- Disputes over pension funding requirements and other issues led to the removal of the bill from Senate floor consideration on May 7, 2008

AVIATION SAFETY ENHANCEMENT ACT (H.R. 6493)

- Introduced by Rep. James Oberstar (D-Minn.) on July 15, 2008
- Reforms safety procedures at the Federal Aviation Administration
- Establishes independent Aviation Safety Whistleblower Investigation Office at the FAA
- Requires the FAA to conduct monthly reviews of its oversight database to ensure compliance problems are being addressed
- Requires the FAA to rotate principal maintenance inspectors between airline oversight offices every five years
- Prohibits departing FAA inspectors from working for airlines for the first two years after leaving the agency
- Passed by the House on July 22, 2008