

H.R. 3095, Fair and Open Skies Act

As ordered reported by the House Committee on Transportation and Infrastructure on July 28, 2021

By Fiscal Year, Millions of Dollars	2022	2022-2026	2022-2031
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	*	2	not estimated
Statutory pay-as-you-go procedures apply?	No	Mandate Effects	
Increases on-budget deficits in any of the four consecutive 10-year periods beginning in 2032?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No
* = between zero and \$500,000.			

H.R. 3095 would amend the criteria that the Department of Transportation (DOT) must consider when processing permit applications for foreign air carriers to provide foreign air transportation in the United States. Specifically, the bill would prohibit DOT from issuing new permits to foreign air carriers unless the carrier adheres to labor standards reflected in the guidelines to the United States-European Union Air Transport Agreement of April 2007 (as amended).

H.R. 3095 would increase DOT's administrative costs related to processing and reviewing permit applications. The bill also could affect DOT's collections of permit filing fees if the legislation caused certain foreign air carriers to not apply for permits. However, most filing fees, which are treated as discretionary offsetting collections, are waived under current law as part of international agreements with approximately 80 countries. Using information from DOT, CBO estimates that implementing H.R. 3095 would cost about \$2 million over the 2022-2026 period; any spending would be subject to the availability of appropriated funds.

The CBO staff contact for this estimate is Aaron Krupkin. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.