

the AVIATION INNOVATION, REFORM & REAUTHORIZATION ACT

The Aviation Innovation, Reform, and Reauthorization (AIRR) Act is transformational legislation focused on:

- Providing a safe, efficient, modern aviation system
- Benefiting passengers with fewer delays and greater reliability
- Fostering innovation
- Keeping America competitive in this vital economic sector

To help achieve these goals, the AIRR Act provides comprehensive reform of the Federal Aviation Administration (FAA) and the Nation's aviation system. The legislation will help modernize the antiquated U.S. air traffic control system, streamline aviation equipment and aircraft certification processes, improve service for consumers, strengthen the FAA's critical safety and regulatory missions, provide for airport infrastructure across the country, and enhance the safe integration of unmanned aircraft systems.

REFORMING AND MODERNIZING AIR TRAFFIC CONTROL (ATC)

- Establishes an independent, not-for-profit corporation, to provide and modernize air traffic (AT) services, governed by a board representing the system's users and the public interest
- Keeps the FAA in charge of safety, and prioritizes safety during transition
- Establishes a stable, self-sustaining, cost-based user fee structure
- Transfers ATC federal employees to the corporation
- Severs AT modernization from the inefficient, costly federal procurement system
- Expedites NextGen modernization through collaboration and involvement of controllers and other stakeholders
- Creates an opportunity for the corporation to increase operating efficiencies that can save taxpayers billions of dollars annually, and prevents the waste of billions more on failed federal AT modernization efforts
- Requires any excess revenues to be reinvested back into the AT system

STREAMLINING FAA CERTIFICATION PROCESSES

- Enhances U.S. companies' ability to compete and get products to market faster
- Streamlines the FAA's certification processes while maintaining strong safety oversight
- Requires greater utilization of current FAA authority to delegate certain certification functions
- Improves FAA workforce training and development for FAA inspectors and engineers
- Provides for greater FAA collaboration with industry and labor stakeholders, as well as increased transparency and accountability for both the FAA and industry
- Ensures consistency in regulatory interpretation among FAA regional offices and headquarters
- Establishes clear certification performance objectives and metrics, and national goals by which Congress and interested parties can better measure progress
- Addresses delays in foreign certification of U.S. products abroad and requires the FAA to promote U.S. aerospace safety standards abroad

ENHANCES AVIATION SAFETY

- Ensures the FAA safety workforce is utilized efficiently
- Enhances FAA safety workforce training
- Strengthens voluntary safety reporting programs for pilots
- Expedites the establishment of an airline pilot records database at the FAA
- Addresses alternative methods of tracking aircraft over oceans
- Ensures that pilots are sufficiently trained on manual flying skills and how to monitor aircraft automation systems
- Addresses cockpit safety by directing the FAA to identify any safety vulnerabilities and make recommendations
- Strengthens general aviation (GA) safety by streamlining the approval process for the installation of safety-enhancing technologies on small GA airplanes
- Directs the FAA to develop a comprehensive plan to address cybersecurity vulnerabilities
- Streamlines the FAA's medical certification process for certain small aircraft pilots
- Establishes a Lithium Ion Battery Safety Advisory Committee to foster collaboration on lithium ion battery safety in air transportation
- Directs the Secretary to issue regulations consistent with international technical instructions banning lithium ion batteries as cargo on passenger aircraft

IMPROVING SERVICE FOR CONSUMERS

- Requires airlines to refund baggage fees for bags delayed more than 24 hours on domestic flights
- Bans use of cell phones for in-flight voice communications on scheduled passenger flights
- Ensures that airlines notify passengers of their consumer rights
- Extends the Advisory Committee for Aviation Consumer Protection
- Authorizes DOT to establish a smartphone application for consumer complaints
- Requires large and medium airports to provide private rooms in every terminal for nursing mothers
- Requires airlines to notify families, before tickets are booked, if family members are assigned separated seats
- Maintains reforms to programs for service at small and rural airports

MODERNIZING AIRPORT INFRASTRUCTURE

- Provides robust funding for the Airport Improvement Program
- Removes unnecessary restrictions on the Passenger Facility Charge, allowing airports to more effectively finance projects that improve airport infrastructure and benefit the traveling public
- Streamlines the Passenger Facility Charge application process to increase airport flexibility in financing projects and reduce both airport and federal administrative costs
- Directs the FAA to utilize community input for NextGen flightpaths located in metroplexes to help ensure that airports and local communities are part of the process

SAFELY INTEGRATING UNMANNED AIRCRAFT SYSTEMS (UAS)

- Expedites safe deployment of commercial UAS by creating a risk-based permitting process
- Promotes greater utilization of UAS test ranges
- Fosters development of sense-and-avoid technology at UAS test ranges
- Directs DOT to conduct a study on the privacy implications of UAS operations
- Establishes a streamlined process for the FAA to permit the operation of small UAS certain uses
- Directs the FAA to conduct a pilot program to evaluate UAS detection and mitigation technology at airports
- Directs the DOT IG to assess FAA's small UAS registration system and FAA to develop and track registration metrics