

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 cancellations, and greater reliability
- Fostering innovation in aviation equipment and technology
- Keeping America globally competitive in this vital economic sector

To help achieve these goals, the AIRR Act provides for comprehensive reform of the Federal Aviation Administration (FAA) and the National Airspace System (NAS). The legislation will help modernize the antiquated U.S. air traffic control (ATC) 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, and enhance the safe integration of unmanned aircraft systems (UAS).

REFORMING AND MODERNIZING AIR TRAFFIC CONTROL (ATC)

- Establishes an independent, not-for-profit corporation, to provide 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 user fee structure to finance the corporation's AT operations
- Transfers federal employees who perform AT services to the corporation
- Severs AT modernization from the costly and inefficient federal procurement system
- Expedites NextGen by ensuring 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 FAA 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
- 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 and promotes related technologies
- Ensures that pilots are sufficiently trained on manual flying skills and how to monitor aircraft automation systems
- Directs the FAA to identify any cockpit safety vulnerabilities, and require the installation of secondary cockpit barriers on new U.S. passenger aircraft
- Directs the FAA to update rules on flight attendant duty period limitations and rest requirements
- Strengthens general aviation (GA) safety by streamlining the approval processes 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
- Directs FAA to ensure that airline medical kits contain appropriate medication and equipment to meet the emergency needs of child and adult passengers

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 and display the DOT consumer complaint hotline number on their website homepage
- Extends the DOT 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 separate seats
- Prohibits airlines from charging passengers a fee for the use of a lavatory on the aircraft
- Modifies DOT's tarmac delay rule to reduce the frequency of preemptive flight cancellations
- Maintains reforms to programs that facilitate air service to small and rural airports

MODERNIZING AIRPORT INFRASTRUCTURE

- Provides robust funding for the Airport Improvement Program
- Removes unnecessary restrictions on the Passenger Facility Charge (PFC), allowing airports to more effectively finance projects that improve airport infrastructure and benefit the traveling public
- Streamlines the PFC 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
- Fosters the development of sense-and-avoid and beyond light of sight systems at UAS test ranges
- Establishes a streamlined process for the FAA to permit the operation of small UAS for certain uses
- Creates a "micro" classification for UAS weighing less than 4.4 pounds, which would be exempt from certain regulatory requirements
- Directs the FAA to conduct a pilot program to evaluate UAS detection and mitigation systems at airports
- Requires the DOT Secretary to develop a regulatory framework to foster the safe operation of small UAS for transportation services
- Facilitates utilization of UAS in support of operations that have significant public benefits, including firefighting, emergency preparedness and response, and disaster recovery
- Establishes a UAS Advisory Committee to provide recommendations to the FAA on safe integration of UAS
- Directs FAA to develop a plan for safely integrating UAS weighing 1,320 pounds or greater into the NAS
- Directs the DOT IG to evaluate FAA's small UAS registration system