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T&I COMMITTEE

CHAIRMAN BILL SHUSTER

Principles of Aviation Reauthorization

Ever since the Wright Brothers' first flight, the United States has led the world in moving people and goods by air. The U.S. aviation system, the busiest in the world, continues to grow, and in a few years it will be responsible for transporting 1 billion passengers annually.

However, our air traffic control system is based on the previous century's technology, federal efforts to modernize the system have been costly but ineffective, American innovation in the industry continues to be stifled by bureaucracy, and aviation funding remains subject to political uncertainty and budget battles. As a result, we are losing our lead in aviation to our global competitors.

It's time for a transformational change.

The Aviation Reauthorization will include key transformational reforms of our aviation system driven by the primary principles of:

- **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**

This reauthorization will provide comprehensive reform of the Federal Aviation Administration (FAA) and our aviation system. Air traffic control operations and modernization will be separated from the safety regulator, equipment and aircraft certification processes will be improved, and further reforms of FAA will allow the agency to perform their critical missions more effectively and efficiently. Two of the measure's broader areas of reform address ATC and certification.

Air Traffic Control (ATC) Reform – Aviation delays and congestion currently cost passengers and our economy over \$30 billion annually, and growing demand will further tax our outdated ATC system. In the last 20 years, over 50 countries have successfully separated ATC service from the safety regulator, and across the board, safety has been maintained or improved, ATC systems have been modernized, service has been improved, and costs have been generally

reduced. The Aviation Reauthorization will provide similar benefits to the U.S. aviation system and passengers by fundamentally reforming air traffic control. The bill will:

- Ensure safety remains the highest priority of our aviation system – FAA will retain its safety oversight and regulatory missions, and separating ATC from FAA will actually allow the agency to increase focus on safety.
- Establish a federally chartered, fully independent, not-for-profit corporation to operate and modernize the ATC system, free from the volatile funding uncertainty, political meddling, and bureaucratic inertia that have plagued FAA and our ATC system in years past.
- Establish a stable, self-sustaining, fair user fee structure, insulated from the federal budget process and threats of related sequesters, furloughs, agency closures, and shutdowns.
- Establish a board of aviation system users to govern the corporation and set priorities, with fair representation of users and the public interest, and with steps to ensure the board has no conflicts of interest and is not dominated by any one group.
- Ensure fair treatment of current ATC employees, and enhance their involvement in modernization.
- Sever ATC and modernization from the highly inefficient federal procurement system.
- Prioritize avoiding any adverse effects on safety, and maintaining the day-to-day function of the ATC system and NextGen implementation during transition.
- Result in operating efficiencies that will save taxpayers billions of dollars annually, plus prevent the waste of billions more on failed modernization efforts.

Certification Reform – The FAA bureaucracy and red tape in the certification of new aviation technologies are stifling domestic innovation, undermining our global competitiveness, and putting U.S. jobs at risk. While the U.S. has been the gold standard in global aviation, we are quickly losing our lead. The Aviation Reauthorization will enhance American companies' ability to compete and get products to market faster. The bill will:

- Permit greater utilization of FAA's current authority to delegate certain certification functions to private industry.
- Streamline certification processes while maintaining strong safety oversight.
- Improve workforce training and development opportunities, for FAA inspectors and engineers.
- Provide for greater FAA collaboration with industry and labor stakeholders, transparency, and accountability.
- Establish clear certification performance objectives and metrics, and national goals by which Congress and interested parties can better measure progress.