



## COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

Ranking Member Peter DeFazio

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### FACT SHEET

#### H.R. 2800, THE AVIATION FUNDING STABILITY ACT TAKES THE AVIATION TRUST FUND OFF BUDGET AND INSTITUTES TARGETED REFORMS FOR THE FEDERAL AVIATION ADMINISTRATION

*June 7, 2017*

- **The bill provides a stable, predictable funding stream for aviation programs by taking the Airport and Airway Trust Fund off budget, and it institutes Federal Aviation Administration (FAA) procurement and personnel reform.**
- **The bill takes the Airport and Airway Trust Fund off budget and ensures that the revenues collected from flying passengers (e.g., ticket taxes) are invested in the aviation system.** Beginning October 1, all Trust Fund revenues and the Trust Fund's uncommitted cash balance are immediately available to be invested in the aviation system. These funds are not subject to appropriation, budget sequestration, or any directive of the Office of Management and Budget – the funds are off budget. In addition, the bill authorizes such sums as necessary from the General Fund for FAA Operations to address any possible shortfall in Trust Fund revenues, and it exempts any General Fund share from sequestration.
- **The bill requires top-to-bottom reforms of the FAA's personnel and procurement systems.** In 1995 and 1996, Congress exempted the FAA from government-wide personnel and procurement rules. But the Department of Transportation Inspector General has often reported that the FAA has not taken full advantage of these reforms, leading to delays and cost overruns in modernization programs and low workforce productivity. The bill requires the FAA to develop a streamlined procurement system that is up to the task of governing high-tech, high-value acquisitions in NextGen technology. It also requires the FAA to update its personnel management system to provide incentives for good performance, among other things. With these reforms, the FAA will be able to institute personnel and procurement reform.

- **The bill elevates the role of the FAA Management Advisory Council (MAC), a government-industry panel that advises the FAA Administrator on strategic issues facing the FAA.** The bill requires the Administrator to respond in writing to each recommendation of the MAC with respect to management of the air traffic control system within 90 days of receipt. If the Administrator disagrees with the recommendation, the Administrator must explain his or her rationale. If the Administrator agrees with the recommendation, the Administrator's response must include a timeline for implementation.
- **The bill removes stovepipes within the FAA.** The bill requires the FAA to take a modern, 21<sup>st</sup>-century approach to tapping into the potential of its workforce. The bill directs the agency to cross-utilize staff across disciplines wherever feasible and to break down internal silos so that employees can freely share ideas, and so that offices can better collaborate and coordinate with one another in managing complex tasks like certifying new airliner designs and running the air traffic control system.
- **The bill authorizes funds to rebuild and modernize aging air traffic control facilities across the United States.** The bill authorizes the FAA to use the uncommitted balance of the Airport and Airway Trust Fund to rebuild, modernize, and sustain air traffic control facilities.