

113TH CONGRESS
1ST SESSION

H. R. 1848

To ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 7, 2013

Mr. POMPEO (for himself, Mr. LIPINSKI, Mr. GRAVES of Missouri, Mr. NOLAN, and Mr. ROKITA) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To ensure that the Federal Aviation Administration advances the safety of small airplanes, and the continued development of the general aviation industry, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Small Airplane Revital-
5 ization Act of 2013”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1 (1) A healthy small aircraft industry is integral
2 to economic growth and to maintaining an effective
3 transportation infrastructure for communities and
4 nations around the world.

5 (2) Small aircraft comprise nearly 90 percent of
6 FAA-type certified general aviation aircraft.

7 (3) General aviation provides for the cultivation
8 of a workforce of engineers, manufacturing and
9 maintenance professionals, and pilots who secure the
10 Nation's economic success and defense.

11 (4) General aviation contributes to well-paying
12 manufacturing and technology jobs in the United
13 States, and these products are exported in great
14 numbers, providing a positive trade balance.

15 (5) Technology developed and proven in general
16 aviation aids in the success and safety of all sectors
17 of aviation and scientific competence.

18 (6) The average small airplane in the United
19 States is now 40 years old and the regulatory bar-
20 riers to bringing new designs to market are resulting
21 in a lack of innovation and investment in small air-
22 plane design.

23 (7) Over the past decade, the United States
24 typically lost 10,000 active private pilots per year

1 partially due to a lack of cost-effective, new small
2 airplanes.

3 (8) General aviation safety can be improved by
4 modernizing and revamping the regulations for this
5 sector to clear the path for technology adoption and
6 cost effective means to retrofit the existing fleet with
7 new safety technologies.

8 **SEC. 3. FAA SAFETY AND REGULATORY IMPROVEMENTS**
9 **FOR GENERAL AVIATION.**

10 (a) ESTABLISHMENT OF FAA SAFETY AND REGU-
11 LATORY IMPROVEMENTS FOR GENERAL AVIATION.—The
12 Administrator of the Federal Aviation Administration
13 shall advance the safety and continued development of
14 small airplanes by reorganizing the certification require-
15 ments to streamline the approval of safety advancements.

16 (b) REGULATIONS.—The Administrator shall issue a
17 final rule based on the FAA’s Part 23 Reorganization
18 Aviation Rulemaking Committee (established in August
19 2011) by December 31, 2015. The final rule shall meet
20 the following objectives of the Part 23 Committee:

21 (1) Create a regulatory regime for small air-
22 planes that will improve safety and decrease certifi-
23 cation costs.

24 (2) Set broad, outcome driven safety objectives
25 that will spur innovation and technology adoption.

1 (3) Replace current, prescriptive requirements
2 contained in FAA rules with performance based reg-
3 ulations.

4 (4) Use FAA-accepted consensus standards to
5 clarify how the Part 23 safety objectives may be met
6 by specific designs and technologies.

7 (c) CONSENSUS-BASED STANDARDS.—The Adminis-
8 trator shall use acceptable consensus-based standards
9 whenever possible in the spirit of the National Technology
10 Transfer and Advancement Act of 1996 (15 U.S.C. 3701
11 note) while continuing to evaluate traditional methods for
12 meeting the objectives of Part 23.

13 (d) SAFETY COOPERATION.—The Administrator shall
14 lead the effort to improve general aviation safety by work-
15 ing with leading aviation regulators to assist them in
16 adopting a complementary regulatory approach for small
17 airplanes.

18 **SEC. 4. DEFINITIONS.**

19 For purposes of this Act, the following definitions
20 apply:

21 (1) ADMINISTRATOR.—The term “Adminis-
22 trator” means the Administrator of the Federal
23 Aviation Administration.

24 (2) CONSENSUS STANDARDS.—The term “con-
25 sensus standards” means standards developed by

1 voluntary organizations which plan, develop, estab-
2 lish, or coordinate voluntary standards using agreed-
3 upon procedures, both domestic and international.
4 These standards include provisions requiring that
5 owners of relevant intellectual property have agreed
6 to make that intellectual property available on a
7 nondiscriminatory, royalty-free, or reasonable royalty
8 basis to all interested parties. These bodies have the
9 attributes of openness, balance of interest, due proc-
10 ess, an appeals process and consensus.

11 (3) FAA.—The term “FAA” means the Fed-
12 eral Aviation Administration.

13 (4) GENERAL AVIATION.—The term “general
14 aviation” means all aviation activities other than
15 scheduled commercial airline operations and military
16 aviation.

17 (5) SMALL AIRPLANE.—The term “small air-
18 plane” means FAA-type certificated airplanes that
19 meet the parameters of part 23 of title 14 of the
20 Code of Federal Regulations.

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