

113TH CONGRESS  
1ST SESSION

# H. R. 1848

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IN THE SENATE OF THE UNITED STATES

JULY 17, 2013

Received; read twice and referred to the Committee on Commerce, Science,  
and Transportation

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## AN ACT

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,*

1 **SECTION 1. SHORT TITLE.**

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

4 **SEC. 2. FINDINGS.**

5 Congress finds the following:

6 (1) A healthy small aircraft industry is integral  
7 to economic growth and to maintaining an effective  
8 transportation infrastructure for communities and  
9 nations around the world.

10 (2) Small aircraft comprise nearly 90 percent of  
11 FAA type certified general aviation aircraft.

12 (3) General aviation provides for the cultivation  
13 of a workforce of engineers, manufacturing and  
14 maintenance professionals, and pilots, who secure  
15 the Nation’s economic success and defense.

16 (4) General aviation contributes to well-paying  
17 manufacturing and technology jobs in the United  
18 States, and these products are exported in great  
19 numbers, providing a positive trade balance.

20 (5) Technology developed and proven in general  
21 aviation aids in the success and safety of all sectors  
22 of aviation and scientific competence.

23 (6) The average small airplane in the United  
24 States is now 40 years old and the regulatory bar-  
25 riers to bringing new designs to market are resulting

1 in a lack of innovation and investment in small air-  
2 plane design.

3 (7) Over the past decade, the United States has  
4 typically lost 10,000 active private pilots per year,  
5 partially due to a lack of cost-effective, new small  
6 airplanes.

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

12 **SEC. 3. FAA SAFETY AND REGULATORY IMPROVEMENTS**  
13 **FOR GENERAL AVIATION.**

14 (a) **ESTABLISHMENT OF FAA SAFETY AND REGU-**  
15 **LATORY IMPROVEMENTS FOR GENERAL AVIATION.**—The  
16 Administrator shall advance the safety and continued de-  
17 velopment of small airplanes by reorganizing the certifi-  
18 cation requirements applicable to small airplanes to  
19 streamline the approval of safety advancements.

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

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

4           (2) Set broad, outcome-driven safety objectives  
5           that will spur innovation and technology adoption.

6           (3) Replace current, prescriptive requirements  
7           contained in FAA rules with performance-based reg-  
8           ulations.

9           (4) Use FAA-accepted consensus standards to  
10          clarify how the part 23 safety objectives may be met  
11          by specific designs and technologies.

12          (c) CONSENSUS-BASED STANDARDS.—The Adminis-  
13          trator shall use acceptable consensus-based standards  
14          whenever possible in the spirit of the National Technology  
15          Transfer and Advancement Act of 1996 (15 U.S.C. 3701  
16          note), while continuing traditional methods for meeting  
17          part 23.

18          (d) SAFETY COOPERATION.—The Administrator shall  
19          lead the effort to improve general aviation safety by work-  
20          ing with leading aviation regulators to assist them in  
21          adopting a complementary regulatory approach for small  
22          airplanes.

23          **SEC. 4. DEFINITIONS.**

24          In this Act, the following definitions apply:

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

4           (2) CONSENSUS STANDARDS.—The term “con-  
5           sensus standards” means standards developed by  
6           voluntary organizations which plan, develop, estab-  
7           lish, or coordinate voluntary standards using agreed-  
8           upon procedures, both domestic and international.  
9           These standards include provisions requiring that  
10          owners of relevant intellectual property agree to  
11          make that intellectual property available on a non-  
12          discriminatory, royalty-free or reasonable-royalty  
13          basis to all interested parties. These bodies have the  
14          attributes of openness, balance of interest, due proc-  
15          ess, an appeals process, and consensus.

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

18          (4) GENERAL AVIATION.—The term “general  
19          aviation” means all aviation activities other than  
20          scheduled commercial airline operations and military  
21          aviation.

22          (5) PART 23.—The term “part 23” means part  
23          23 of title 14, Code of Federal Regulations.

24          (6) SMALL AIRPLANE.—The term “small air-  
25          plane” means FAA type certificated airplanes that

1 meet the parameters of part 23 of title 14, Code of  
2 Federal Regulations.

Passed the House of Representatives July 16, 2013.

Attest: KAREN L. HAAS,  
*Clerk.*