

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.

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## 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

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## 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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