



Fact Sheet: H.R. 1848 – Small Airplane Revitalization Act of 2013

Background Information

- General aviation (GA) is all civil aviation operations other than passenger and cargo air transport operations for compensation or hire.
- The GA industry includes nearly 600,000 pilots, employs roughly 1.3 million people, and contributes approximately \$150 billion annually to the U.S. economy.
- Over the last few decades, the GA industry has experienced unique challenges, including a steady decline in new pilots, flight activity, and the sale of new aircraft.
- In part, these challenges are due to overly prescriptive and outdated certification processes, which often inhibit the availability of modern safety solutions for certificated GA aircraft.
- The Federal Aviation Administration (FAA) certification processes are outlined in the Federal Aviation Regulations (FAR), which are divided into different parts.
- In August 2011, the FAA chartered the Part 23 Reorganization Aviation Rulemaking Committee (Part 23 Rulemaking Committee), with the goal of improving the safety and viability of GA.
 - FAR Part 23 prescribes FAA airworthiness and safety standards for the issuance of and changes to certificates for small airplanes in the “normal, utility, acrobatic, and commuter” categories.
 - FAR Part 23 generally includes airplanes that weigh 12,500 pounds or less and have a seating configuration of 9 seats or less. (The commuter category includes aircraft that weigh 19,000 pounds or less and have a seating configuration of 19 or less.)
- In June 2013, the Part 23 Rulemaking Committee completed its work and developed recommendations to reorganize FAR Part 23 to remove barriers to bringing new, safer airplane designs to market.

- These recommendations include: (1) removing prescriptive methods of compliance, (2) ensuring safety objectives address future technologies, (3) utilizing FAA-accepted consensus standards, (4) developing globally acceptable regulations, and (5) implementing these recommendations as soon as possible.

Summary

- H.R. 1848 was introduced on May 7, 2013, by Representatives Mike Pompeo (R-KS), Daniel Lipinski (D-IL), Sam Graves (R-MO), Richard Nolan (D-MN), and Todd Rokita (R-IN).
- This legislation would require the FAA to issue a final rule based on the Part 23 Rulemaking Committee recommendations by December 31, 2015.
- The final rule must:
 - Create a streamlined regulatory regime for small airplanes that improves safety and decreases costs;
 - Set safety objectives that will spur innovation and technology adoption;
 - Replace the existing prescriptive regulatory regime with new standards for compliance and testing; and
 - Use FAA-accepted consensus standards to clarify how FAR Part 23 safety objectives may be met by specific designs and technologies.

Committee Action

H.R. 1848 was marked up by the Committee on Transportation & Infrastructure on July 10, 2013, and was ordered reported favorably to the House by voice vote.

Amendments

A manager's amendment to make a minor technical change to the underlying bill was offered at Committee and adopted by voice vote.

Statement of Administration Policy

None.

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