



## 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- In part, these challenges are due to overly prescriptive and outdated certification processes, which often inhibit the availability of modern safety solutions for certificated GA aircraft.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.

### **Subcommittee Action**

None.

### **Amendments**

A Manager's amendment is expected and will provide a minor technical change.

### **Statement of Administration Policy**

None.

### **Staff Contact and Phone Number**

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