

Accordingly (at 2 o'clock and 11 minutes p.m.), the House stood in recess.

□ 1700

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. HOLDING) at 5 p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

SMALL AIRPLANE REVITALIZATION ACT OF 2013

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (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, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1848

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Small Airplane Revitalization Act of 2013".

SEC. 2. FINDINGS.

Congress finds the following:

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

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

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

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

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

(6) The average small airplane in the United States is now 40 years old and the regulatory barriers to bringing new designs to market are resulting in a lack of innovation and investment in small airplane design.

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

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

SEC. 3. FAA SAFETY AND REGULATORY IMPROVEMENTS FOR GENERAL AVIATION.

(a) ESTABLISHMENT OF FAA SAFETY AND REGULATORY IMPROVEMENTS FOR GENERAL AVIA-

TION.—The Administrator shall advance the safety and continued development of small airplanes by reorganizing the certification requirements applicable to small airplanes to streamline the approval of safety advancements.

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

(1) Create a regulatory regime for small airplanes that will improve safety and decrease certification costs.

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

(3) Replace current, prescriptive requirements contained in FAA rules with performance-based regulations.

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

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

(d) SAFETY COOPERATION.—The Administrator shall lead the effort to improve general aviation safety by working with leading aviation regulators to assist them in adopting a complementary regulatory approach for small airplanes.

SEC. 4. DEFINITIONS.

In this Act, the following definitions apply:

(1) ADMINISTRATOR.—The term "Administrator" means the Administrator of the Federal Aviation Administration.

(2) CONSENSUS STANDARDS.—The term "consensus standards" means standards developed by voluntary organizations which plan, develop, establish, or coordinate voluntary standards using agreed-upon procedures, both domestic and international. These standards include provisions requiring that owners of relevant intellectual property agree to make that intellectual property available on a nondiscriminatory, royalty-free or reasonable-royalty basis to all interested parties. These bodies have the attributes of openness, balance of interest, due process, an appeals process, and consensus.

(3) FAA.—The term "FAA" means the Federal Aviation Administration.

(4) GENERAL AVIATION.—The term "general aviation" means all aviation activities other than scheduled commercial airline operations and military aviation.

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

(6) SMALL AIRPLANE.—The term "small airplane" means FAA type certificated airplanes that meet the parameters of part 23 of title 14, Code of Federal Regulations.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Wisconsin (Mr. PETRI) and the gentlewoman from Nevada (Ms. TITUS) each will control 20 minutes.

The Chair recognizes the gentleman from Wisconsin.

GENERAL LEAVE

Mr. PETRI. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous materials on H.R. 1848.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Wisconsin?

There was no objection.

Mr. PETRI. I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 1848, the Small Airplane Revitalization Act of 2013.

I'd like to commend my colleague, Congressman MIKE POMPEO, for introducing this bill, along with Congressmen DAN LIPINSKI, SAM GRAVES, RICHARD NOLAN, and TODD ROKITA.

I will insert into the RECORD a letter of support for H.R. 1848 from the Aircraft Owners and Pilots Association, Experimental Aircraft Association, General Aviation Manufacturers Association, National Air Transportation Association, and National Business Aviation Association, as well as a separate letter of support from the National Air Traffic Controllers Association.

Mr. Speaker, we're considering H.R. 1848 today because general aviation is vital to our country. The general aviation industry includes nearly 600,000 pilots, employs 1.3 million people, and contributes approximately \$150 billion annually to the U.S. economy. In fact, the general aviation industry is one of the few remaining U.S. manufacturing industries that provide a trade surplus for the U.S., and it has a presence in every one of our 435 Congressional districts.

However, over the last several decades, the general aviation 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 greatly increase the costs of bringing new products to market and, ultimately, increase the costs for consumers.

The bill before us is intended to address these challenges by streamlining the certification process for small airplanes, making it more efficient and effective, while also protecting the important safety oversight function of the FAA.

The goal is to improve safety at a fraction of the cost. For example, the leading cause of fatalities in general aviation is due to "loss of control." There are several existing technologies available to mitigate loss of control, such as an angle of attack indicator. However, in an FAA-certified airplane, the purchase and installation of this equipment is about \$5,000; whereas, the exact same piece of equipment in a noncertified experimental airplane is about \$800. So right now, the FAA's complicated and costly small airplane certification process provides a disincentive to certify new airplanes and safety equipment. This is just one example of how the Small Airplane Revitalization Act will improve safety at a fraction of the cost.

Mr. Speaker, I reserve the balance of my time.

AOPA, EAA, GAMA, NATA, NBAA,

July 9, 2013.

DEAR MEMBERS OF THE HOUSE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE: We write in support of the Small Aircraft Revitalization Act (H.R. 1848). We urge you

to support passage of the measure when it is marked up by the House Transportation and Infrastructure Committee on Wednesday, July 10, 2013.

H.R. 1848 directs the Federal Aviation Administration (FAA) to modernize and revamp the regulatory structure for small, certified aircraft—commonly referred to as Part 23 Aircraft—by December 31, 2015. This legislation will help industry and FAA develop and adopt more effective, consensus based compliance standards that will spur manufacturers' investment in new aircraft designs and help put critical lifesaving equipment into the existing fleet of airplanes. This will improve safety and also revitalize the lighter end of general aviation which has faced significant challenges in recent years.

H.R. 1848 is based on the recommendations of a recently completed FAA Aviation Rulemaking Committee (ARC). The ARC developed these recommendations over an eighteen month period with input from over 150 government and industry experts from around the world. The FAA and the general aviation community have identified implementation of these recommendations as key to improving general aviation safety.

H.R. 1848 has broad, bipartisan support and merits favorable consideration by members of the House Transportation and Infrastructure Committee. Thank you in advance for your consideration of the Small Aircraft Revitalization Act.

Sincerely,

Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), General Aviation Manufacturers Association (GAMA), National Air Transportation Association (NATA), National Business Aviation Association (NBAA).

NATIONAL AIR TRAFFIC
CONTROLLERS ASSOCIATION (NATCA),
Washington, DC, July 9, 2013.

Good Afternoon.

NATCA supports H.R. 1848, the Small Aircraft Revitalization Act which is scheduled for mark up tomorrow by the House Transportation and Infrastructure Committee. H.R. 1848 is based on the recommendations of a recently completed Federal Aviation Administration (FAA) Aviation Rule-making Committee (ARC).

We support H.R. 1848 and thank you in advance for your consideration.

JOSE L. CEBALLOS,
Director, Government Affairs.

Ms. TITUS. I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 1848, the Small Airplane Revitalization Act of 2013. H.R. 1848 would require the Federal Aviation Administration to update its part 23 small airplane design regulations by December 31, 2015.

Last week, the Transportation and Infrastructure Committee ordered H.R. 1848 reported favorably to the House by a voice vote.

In June, an FAA-chartered Part 23 Aviation Rulemaking Committee, or ARC, submitted its comprehensive report with recommendations for rewriting and reorganizing part 23 to the agency. Representatives from the FAA, international regulatory agencies, aircraft manufacturers, general aviation pilot groups, and labor unions all participated in the ARC. Its work followed a 2009 FAA report on the Small Airplane Certification Process and fulfilled requirements in section 312 of the FAA reauthorization bill.

Mr. Speaker, prior to the Part 23 ARC, the agency's most recent comprehensive review of part 23 was almost 30 years ago, in 1984. Part 23 has not kept up with the times. These regulations are prescriptive in nature, often written to address out-of-date technologies. As a result, they are creating cost barriers for certifying new airplanes and retrofitting older aircraft with new safety-enhancing modifications. The need to improve the process for retrofitting older aircraft is particularly urgent, given the 40-year-old average age of the U.S. general aviation fleet. Small airplane manufacturers and part suppliers across the country are limited in their ability to innovate with new technology because of these outdated regulations. This bill will allow these manufacturers to innovate more quickly and bring more safety technology online.

H.R. 1848 will fast-track the Part 23 ARC's work by requiring the FAA to draft a new regulation that emphasizes performance-based safety objectives. These new regulations make the retrofit of new technology more straightforward and also remove barriers to bringing new, safer airplane designs to market. It will help small business, and I urge support.

I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to our colleague from the Fourth District of Kansas (Mr. POMPEO).

Mr. POMPEO. Mr. Speaker, I rise today in support of the general aviation industry and ask my fellow Members to support the Small Aircraft Revitalization Act. This commonsense, broadly bipartisan regulatory reform bill will spur economic growth, improve aviation safety, and help strengthen the health of the lighter, entry-level segment of the industry.

Mr. Speaker, there is no better reason to support this legislation than it saves lives and improves lives. Think about that. We can do both in one fell swoop.

Let's first talk about how the bill improves lives. I represent Wichita, Kansas. It is the Air Capital of the World. It is home to Cessna and Learjet and Beechcraft and dozens and dozens and dozens of suppliers to those great aviation businesses with such great aviation histories. It's the home of the National Institute for Aviation Research and the National Center for Aviation Training.

There are engineers, machinists, researchers, flight instructors, fixed base operators, among others, that all depend on a healthy general aviation industry. And then there are the operators in the industry and general aviation. This vital productivity tool for both small and large companies is critically important.

Sixteen years ago, I joined the Kansas general aviation industry, building a business with three of my colleagues, founding a company called Thayer Aerospace, a machine shop in Wichita,

Kansas. We made parts for the thriving aircraft industry, but the downturn in 2008 was a tremendous blow to Wichita, in particular, and general aviation, more generally. We experienced thousands and thousands of layoffs and dramatic downsizing all across the region. The downturn exacerbated the unique challenges that the lighter, entry-level segment of general aviation had been experiencing over the past several decades.

Today, the average general aviation airplane is 40 years old. That means most of the new aircraft were built in the 1960s and 1970s, with designs of that same vintage. Current general aviation production represents less than 2 percent of the existing fleet.

We've had an over 10,000-person-per-year decline in active private pilots over this last decade. The steady decline in new pilots, flight activity, and the sales of new small general aviation airplanes that result from that are indicators of significant problems in the industry.

To tackle this problem, this bill, the Small Aircraft Revitalization Act, requires the FAA to implement the FAA's part 23 certification process and modernize it no later than 2015. The FAA Part 23 Reorganization Aviation Rulemaking Committee (ARC), composed of aviation authorities and industry representatives from around the world, has worked over the last 18 months to create a regulatory environment that will contribute to revitalizing the health and safety of new and existing airplanes.

These changes will remove lots and lots of barriers and it will improve lives. Let me tell you how it will save lives.

The gentleman from Wisconsin talked about safety and innovation being retarded by the absence of a streamlined regulatory process. He spoke of this example of "loss of control." That creates more than three times the cause of aviation accidents than any other single cause.

Since the dawn of aviation, we've taught pilots how to avoid that; but because they remain a significant safety problem, there's tremendous interest in technology and interventions to resolve it. And yet today's part 23 makes that more difficult. By putting these technologies into the new and existing fleet, it's widely believed that the safety of light general aviation aircraft could see dramatic improvements.

We need to cut this red tape. It will create savings for sure, but, more importantly, it will save lives. This is a commonsense and important reform.

America's general aviation industry is not asking for a single handout, not one subsidy. It's simply asking for a streamlined set of regulations that will permit them to get their airplanes, their designs to market more quickly, and still doing so safely.

I want to thank Chairman SHUSTER and Chairman LOBIONDO for their support, and my original cosponsors, Mr.

NOLAN, Mr. LIPINSKI, Mr. GRAVES of Missouri, and Mr. ROKITA, and all the folks of the Transportation and Infrastructure Committee on both sides of the aisle that have allowed this bill to get this far and make it to the floor.

I urge support of all of my colleagues this evening and hope we'll have a unanimous vote on behalf of this bill.

Ms. TITUS. Mr. Speaker, I yield 3 minutes to the gentleman from Minnesota (Mr. NOLAN).

(Mr. NOLAN asked and was given permission to revise and extend his remarks.)

Mr. NOLAN. Mr. Speaker, first I'd like to thank Representative POMPEO for sponsoring this important legislation. And of course, thanks to our Chairman SHUSTER and Ranking Member RAHALL and to both my Democratic and Republican colleagues on the committee for bringing this Small Aircraft Revitalization Act to the floor of the Congress in such an expeditious and bipartisan manner.

Mr. Speaker, by streamlining and modernizing the rules and regulations that govern our small aircraft industry, we'll be encouraging the investment necessary to generate thousands of new American jobs.

□ 1715

What this legislation does, in effect, is put together a regulatory regime that will be specifically tailored for the small aircraft industry that will allow the industry to develop performance and outcome-based ways of achieving important safety standards. It allows them to put together consensus regulations that are developed by industry, government regulators, and private nonprofit associations, and enables the industry to unleash technologies of the future, creating jobs.

I'm so proud of Cirrus Aircraft in my district in Duluth, Minnesota. They've developed a parachute that is attached to the airplane and, like a skydiver, if the airplane stalls in the sky, you can pull a ripcord and parachute the plane down to safety.

These are the kinds of technologies that have the potential to be released through this legislation. What it does, in short, is enable the designers, engineers, manufacturers, creators, and skilled workers to release all their brilliance, creating the best, safest airplane technologies going forward into the future.

So I applaud the committee and my colleagues in Congress for bringing this forward in such an expeditious manner, and I strongly urge all my colleagues to support this important piece of legislation.

Mr. PETRI. Mr. Speaker, I yield such time as he may consume to the gentleman from the 25th District of Texas, Representative ROGER WILLIAMS.

Mr. WILLIAMS. Mr. Speaker, the general aviation industry is a vital part of the economy in Texas' 25th District. Between the Dallas/Fort Worth International Airport and Austin-

Bergstrom Airport, there are dozens of smaller regional airports.

Passing H.R. 1848 is not only important to those in general aviation, it is vital. As my colleagues have mentioned, this industry includes nearly 600,000 pilots, employs 1.3 million people, and contributes approximately \$150 billion annually to the U.S. economy. But because the current regulations are overly strict and dated, our economy and workforce is struggling.

General aviation fosters a robust workforce of engineers, manufacturers, maintenance professionals, and pilots, and it is within the FAA's power to ensure the success and sustainability of this important industry. They can do this by modernizing the regulatory requirements to improve safety, decrease cost, and set new standards for compliance in testing, just as H.R. 1848 requires.

Mr. Speaker, I'm a small businessman. I can tell you this is good for jobs, it's good for the economy, and, most importantly, it's good for America.

Ms. TITUS. Mr. Speaker, I yield 1 minute to the gentleman from Georgia (Mr. BARROW).

Mr. BARROW of Georgia. I thank the gentlelady for yielding me the time.

Mr. Speaker, I rise today in support of H.R. 1848, the Small Airplane Revitalization Act of 2013. This bill improves safety, lowers costs, and stimulates private sector innovation, all while cutting red tape.

We need to do everything we can to keep our economy growing. For the last year and a half, representatives from the Federal Aviation Administration and the aviation industry have worked together to make recommendations for regulations that will keep us safe in the sky and grow our economy back on the ground. This bill adopts those recommendations.

I'm proud to stand with the bipartisan group of Congressmen who have helped bring this bill to the floor today, including Mr. POMPEO, Mr. LIPINSKI, Mr. ROKITA, Mr. NOLAN, and my cochair of the General Aviation Task Force, Mr. GRAVES. This bill follows in the tradition of the General Aviation Caucus in the House to work together in a bipartisan fashion. That's the way things should be done around here, and this bill is proof that good things can happen when Republicans and Democrats work together.

I encourage all my colleagues to support this legislation.

Ms. TITUS. Mr. Speaker, I yield back the balance of my time.

Mr. PETRI. Mr. Speaker, in closing, I would like to reiterate that this bill is about good government, about creating a regulatory environment that improves safety at a fraction of the cost, and ultimately about helping to revitalize an American industry.

I strongly urge all of my colleagues to support this bill, and I yield back the balance of my time.

Mr. RADEL. Mr. Speaker, thank you for the opportunity to speak on this

important legislation that will get the FAA out of the way for small aircraft owners and manufactures.

In my home state of Florida, general aviation is a booming industry. We have 130 public-use airports, nearly 52,000 pilots, and more than 25,000 general aviation aircraft. Southwest Florida, my home, is an especially popular area for small aircraft. Anyone flying into the Fort Myers airport, over the beautiful beaches and the big blue Gulf—can appreciate why so many retired Air Force and airline pilots move to Florida and continue to take to the skies.

Unfortunately, the burdens placed on small aircraft manufacturers and owners stop them from enjoying flying. When government bureaucrats become more focused on their own job security than the safety of pilots, it is time for a change. This important legislation will save pilots money and time while ensuring safety in our skies and it deserves your support.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Wisconsin (Mr. PETRI) that the House suspend the rules and pass the bill, H.R. 1848, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. POMPEO. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

DOUGLAS A. MUNRO COAST GUARD HEADQUARTERS BUILDING

Mr. PETRI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2611) to designate the headquarters building of the Coast Guard on the campus located at 2701 Martin Luther King, Jr., Avenue Southeast in the District of Columbia as the "Douglas A. Munro Coast Guard Headquarters Building", and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2611

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION.

The headquarters building of the Coast Guard on the campus located at 2701 Martin Luther King, Jr., Avenue Southeast in the District of Columbia shall be known and designated as the "Douglas A. Munro Coast Guard Headquarters Building".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the building referred to in section 1 shall be deemed to be a reference to the "Douglas A. Munro Coast Guard Headquarters Building".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from