

# Small Airplane Revitalization Act

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Mid-November 2013, the U.S. Congress passed the Small Airplane Revitalization Act and COPA asked if Transport Canada would follow, since Canada has a bilateral agreement in place with the U.S. to accept each other's certification, we imagine that when the FAA certifies under the revamped Part 23 regulations, Transport Canada will accept the FAA's new ruling.

## Answer from Transport Canada:

The Small Airplane Revitalization Act of 2013 requires that the FAA issue a final rule no later than 15 December 2015:

(1) to advance the safety and continued development of small airplanes by reorganizing the certification requirements for such airplanes under Part 23 to streamline the approval of safety advancements; and

(2) that meets the objectives described in subsection 3(b) of the Act. Those objectives, based on the recommendations of the Part 23 Reorganization Rulemaking Committee (ARC) are:

(a) The establishment of a regulatory regime for small airplanes that will improve safety and reduce the regulatory cost burden for the Federal Aviation Administration and the aviation industry.

(b) The establishment of broad, outcome-driven safety objectives that will spur innovation and technology adoption.

(c) The replacement of current, prescriptive requirements under part 23 with performance-based regulations.

(d) The use of consensus standards accepted by the Federal Aviation Administration to clarify how the safety objectives of part 23 may be met using specific designs and technologies.

Consensus standards are being developed through ASTM International, under Committee F44 on General Aviation. The target date for completion of that activity is unknown.

The FAA will be developing a Notice of Proposed Rulemaking (NPRM) outlining its proposed rules in response to the requirements of the Act. As you might imagine, the proposed changes to the regulatory regime required by the Act are fairly extensive and the development of an NPRM may take the FAA some time. The NPRM will be published in the US Federal Register which will provide stakeholders, including other airworthiness authorities such as Transport Canada, the opportunity to provide comments for consideration by the FAA in developing its final rule.

Once the FAA final rule is published, it will not be automatically accepted in Canada. Transport Canada will need to publish a Notice of Proposed Amendment (NPA) to adopt the technical provisions of the FAA final rule and incorporate them in the Airworthiness Manual (AWM) through the normal CARAC process. As such Transport Canada's rulemaking will lag behind that of the FAA to some extent but given the duration of a typical type certification program, the delay is not likely to be problematic to Canadian industry or to foreign manufacturers seeking to export new type designs to Canada.

For more information: [http://en.wikipedia.org/wiki/Small\\_Airplane\\_Revitalization\\_Act\\_of\\_2013](http://en.wikipedia.org/wiki/Small_Airplane_Revitalization_Act_of_2013)