

103<sup>D</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 5305

To amend title 49, United States Code, relating to air carrier safety.

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IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 29, 1994

Mr. OBERSTAR introduced the following bill; which was referred to the  
Committee on Public Works and Transportation

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## A BILL

To amend title 49, United States Code, relating to air carrier  
safety.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

3       That section 44701 of title 49, United States Code, is  
4       amended by adding at the end the following:

5       “(f) STANDARD OF SAFETY FOR AIR CARRIERS.—  
6       Not later than March 1, 1996, the minimum safety stand-  
7       ards prescribed by the Administrator under subsection  
8       (b)(1) shall apply uniformly to all operations by air car-  
9       riers providing air transportation, without regard to the  
10      seating or payload capacity of the aircraft involved; except  
11      that the Administrator may—

1           “(1) prescribe alternative safety standards for  
2 the operation of aircraft of a type approved by the  
3 Administrator for transportation of no more than 9  
4 passengers (exclusive of flight crew);

5           “(2) prescribe alternative safety standards for  
6 operation of an aircraft of a type approved by the  
7 Administrator for transportation of no more than 30  
8 passengers (exclusive of flight crew) if such aircraft  
9 is not used to provide scheduled air transportation;  
10 and

11           “(3) prescribe alternative safety standards, en-  
12 suring an equivalent level of safety, for the operation  
13 of aircraft of a type designed for the transportation  
14 of no more than 19 passengers (exclusive of flight  
15 crew) for which application for design approval was  
16 made to the Administrator prior to February 17,  
17 1987.

18 Alternative standards may be prescribed under paragraph  
19 (3) only for specific areas as to which the Administrator  
20 finds that alternative standards are necessary because the  
21 aircraft’s approved design makes compliance with one or  
22 more of the uniform standards impossible.”.

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