

104TH CONGRESS
1ST SESSION

H. R. 590

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

IN THE HOUSE OF REPRESENTATIVES

JANUARY 19, 1995

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

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 **SECTION 1. UNIFORM APPLICATION OF MINIMUM SAFETY**
4 **STANDARDS FOR AIR CARRIERS.**

5 Section 44701 of title 49, United States Code, is
6 amended by adding at the end the following:

7 “(f) STANDARD OF SAFETY FOR AIR CARRIERS.—
8 Not later than March 1, 1996, the minimum safety stand-
9 ards prescribed by the Administrator under subsection
10 (b)(1) shall apply uniformly to all operations by air car-
11 riers providing air transportation, without regard to the

1 seating or payload capacity of the aircraft involved; except
2 that the Administrator may—

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

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

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

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

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