

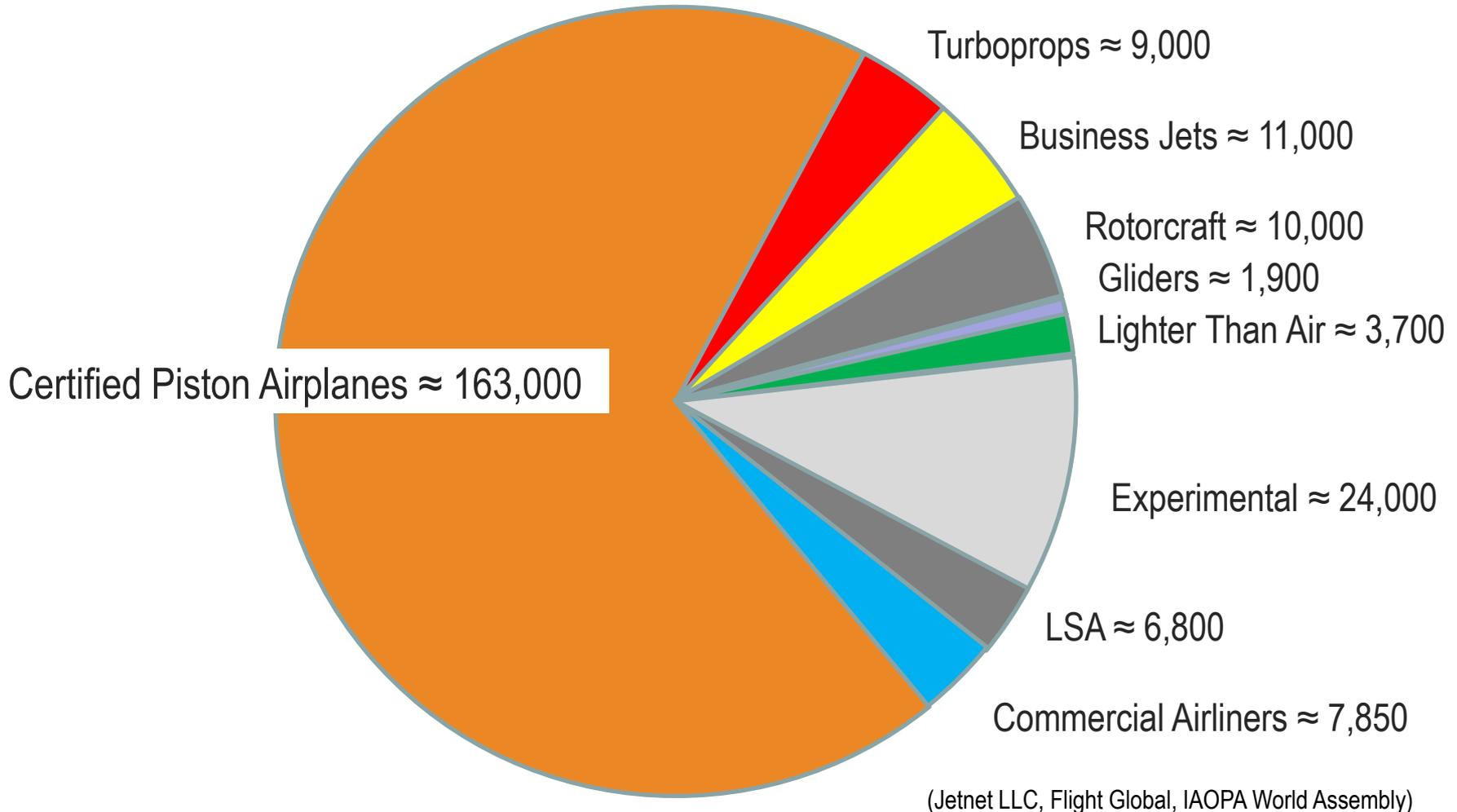
Part 23 Reorganization ARC

Greg Bowles

Director, Engineering and Manufacturing



U.S. Civil Aircraft Population ≈ 235,000



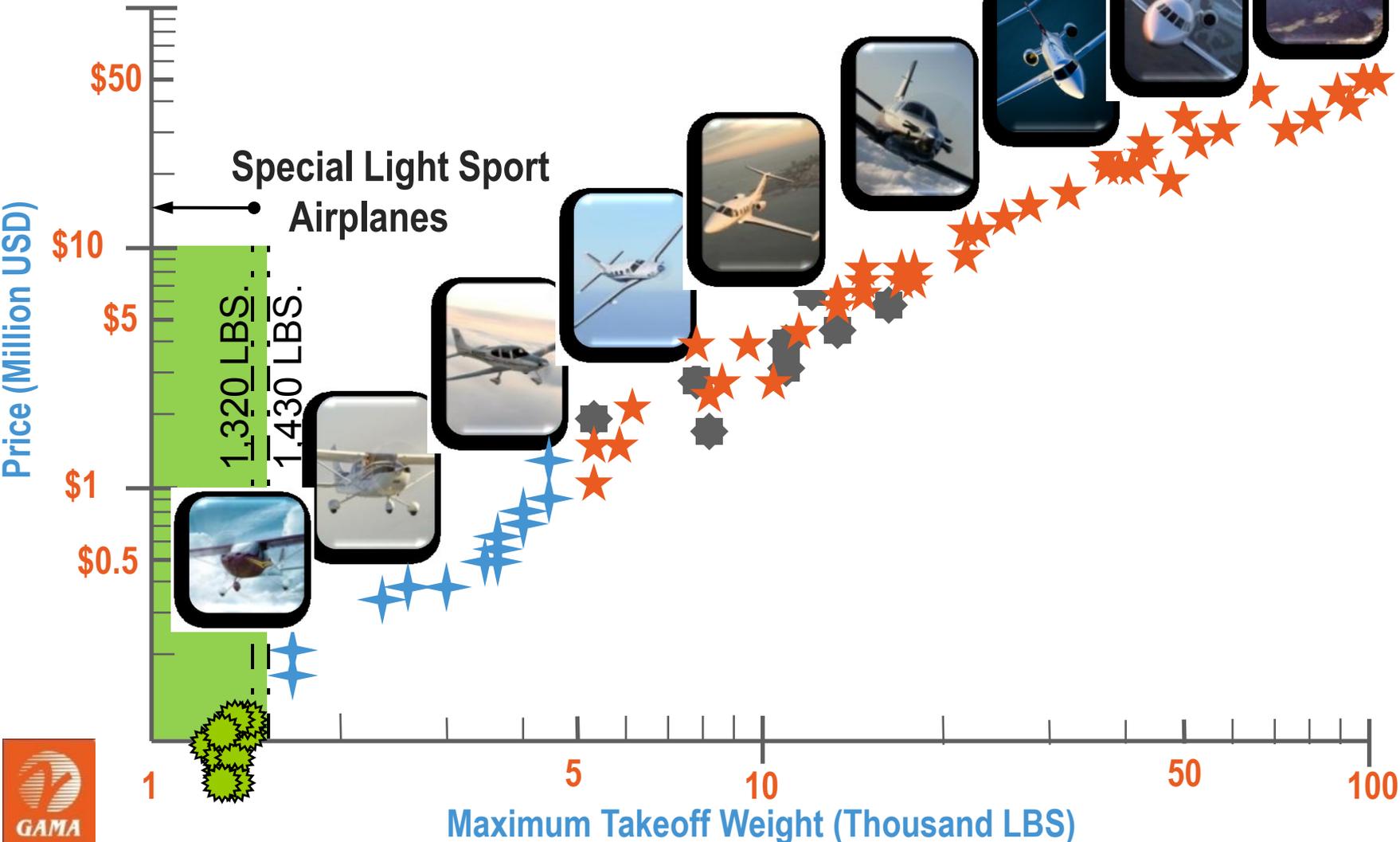
Spectrum of GA Products

S-LSA - 

Piston - 

Turboprop - 

Turbine - 



Spectrum of GA Products

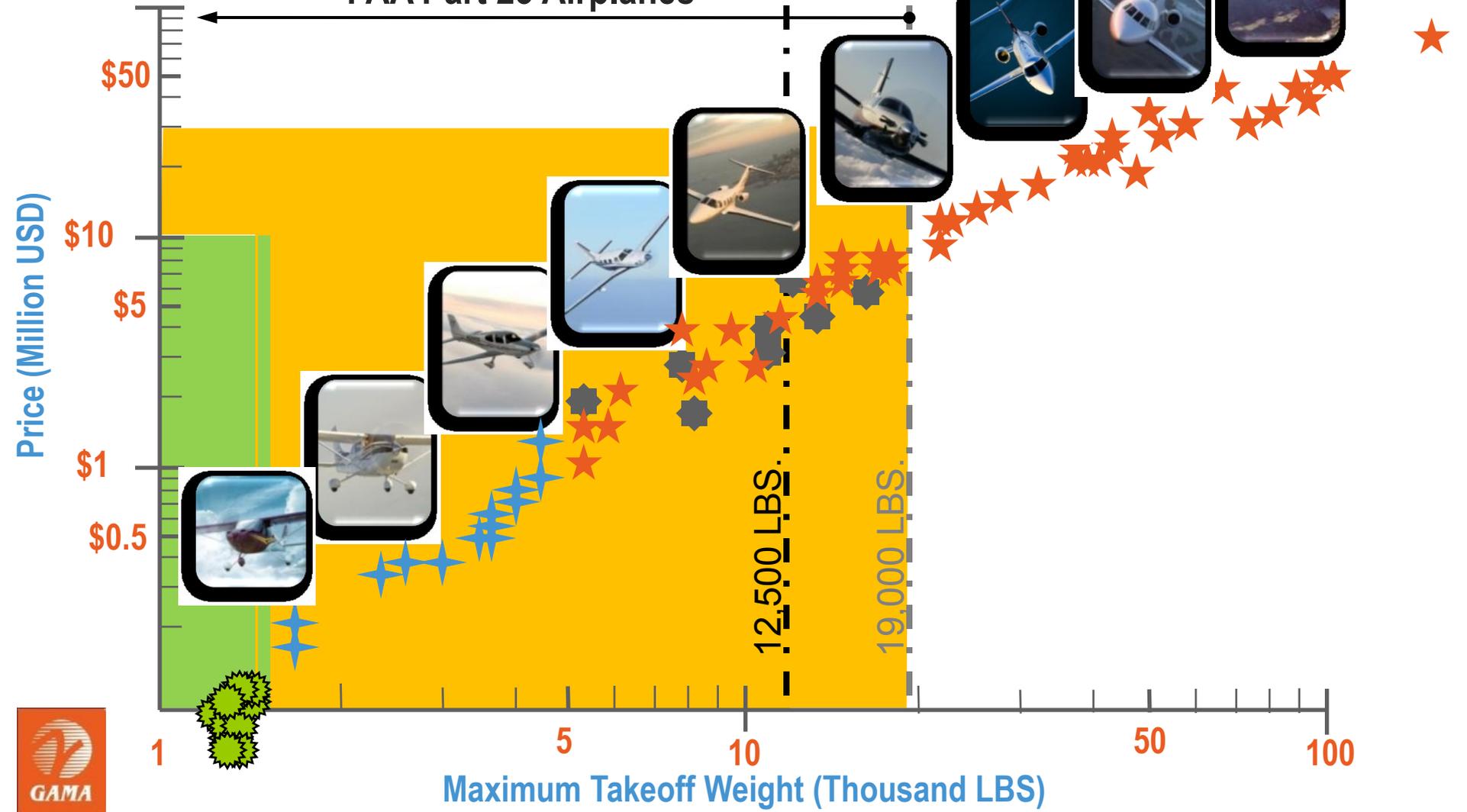
S-LSA - 

Piston - 

Turboprop - 

Turbine - 

FAA Part 23 Airplanes



Spectrum of Products

S-LSA - 

Piston - 

Turboprop - 

Turbine - 

Price (Million USD)

\$50
\$10
\$5
\$1
\$0.5

1

5

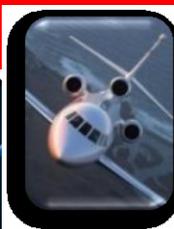
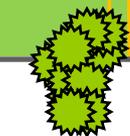
10

50

100

Maximum Takeoff Weight (Thousand LBS)

FAA Part 25 Airplanes



Spectrum of Products

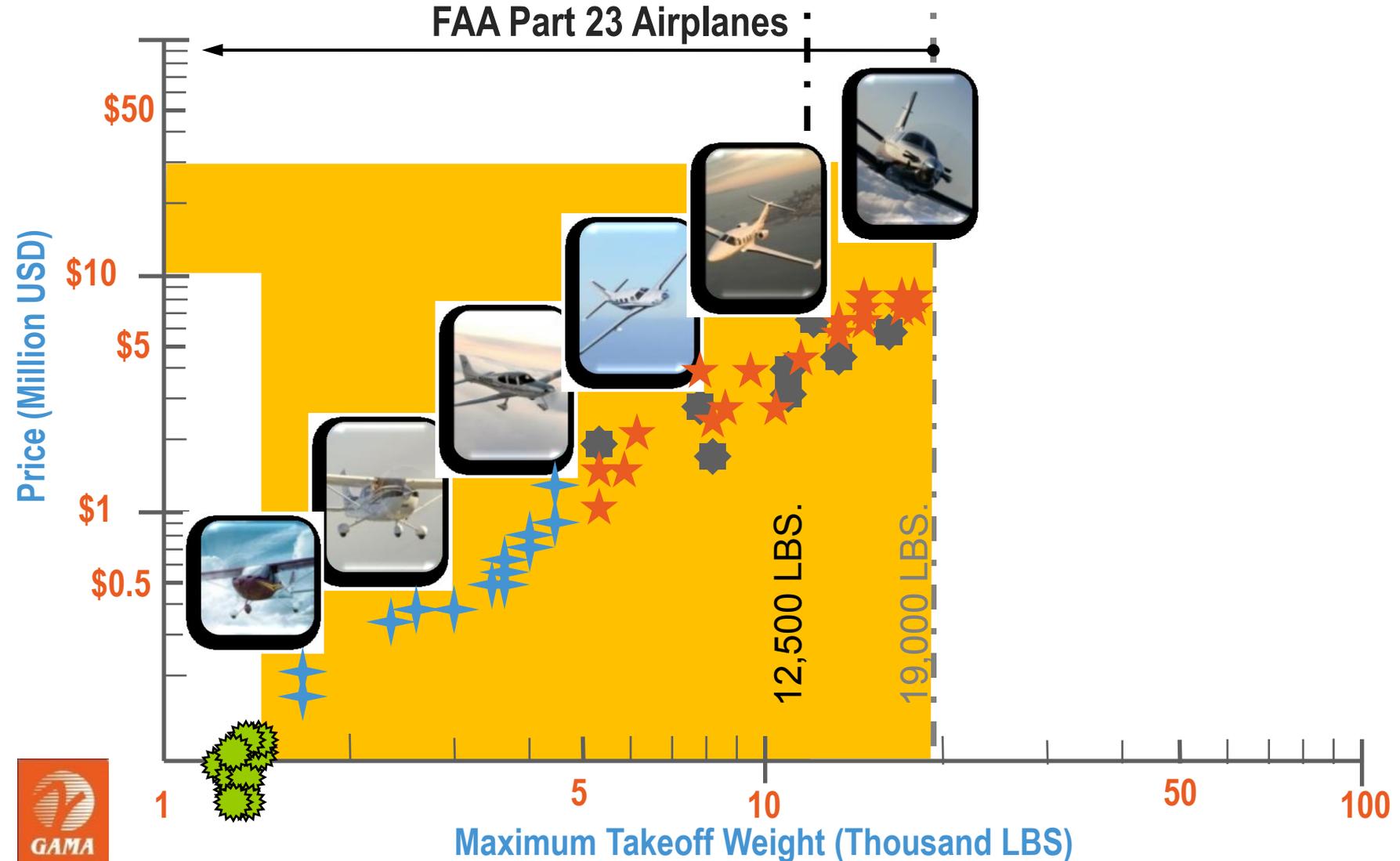
S-LSA - 

Piston - 

Turboprop - 

Turbine - 

FAA Part 23 Airplanes

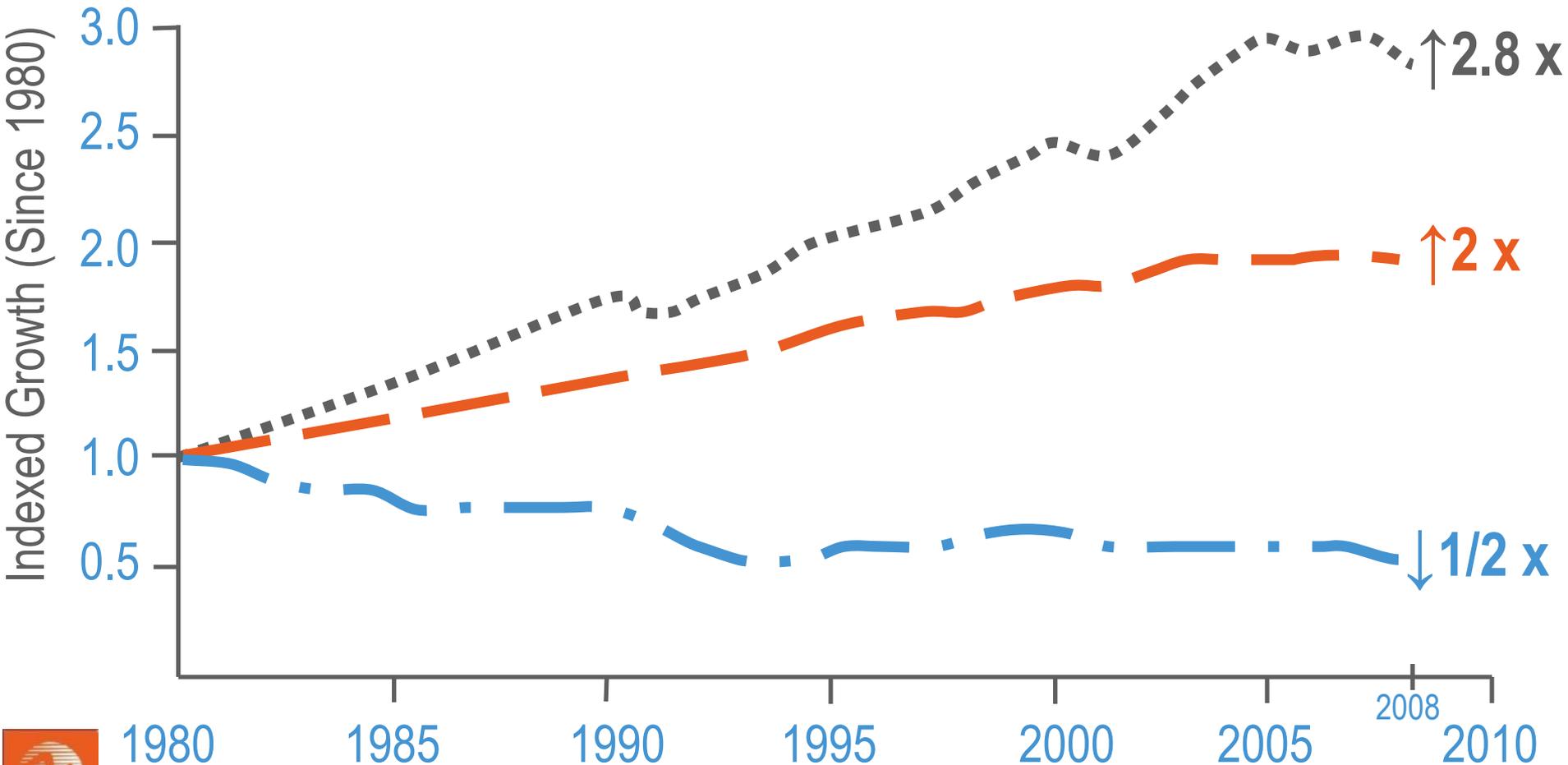


Transportation Growth

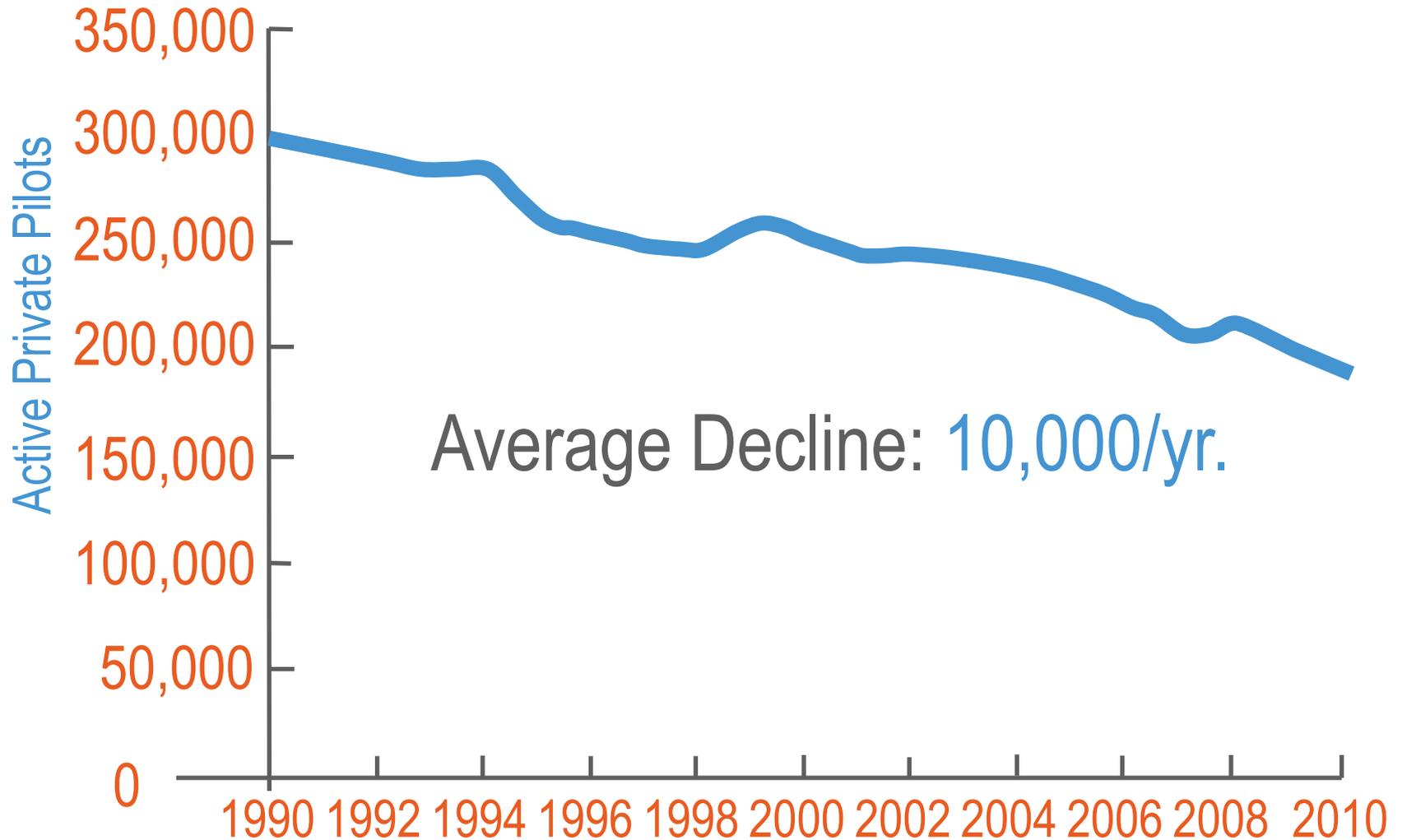
Airline (Miles Flown) 

Highway (Miles Driven) 

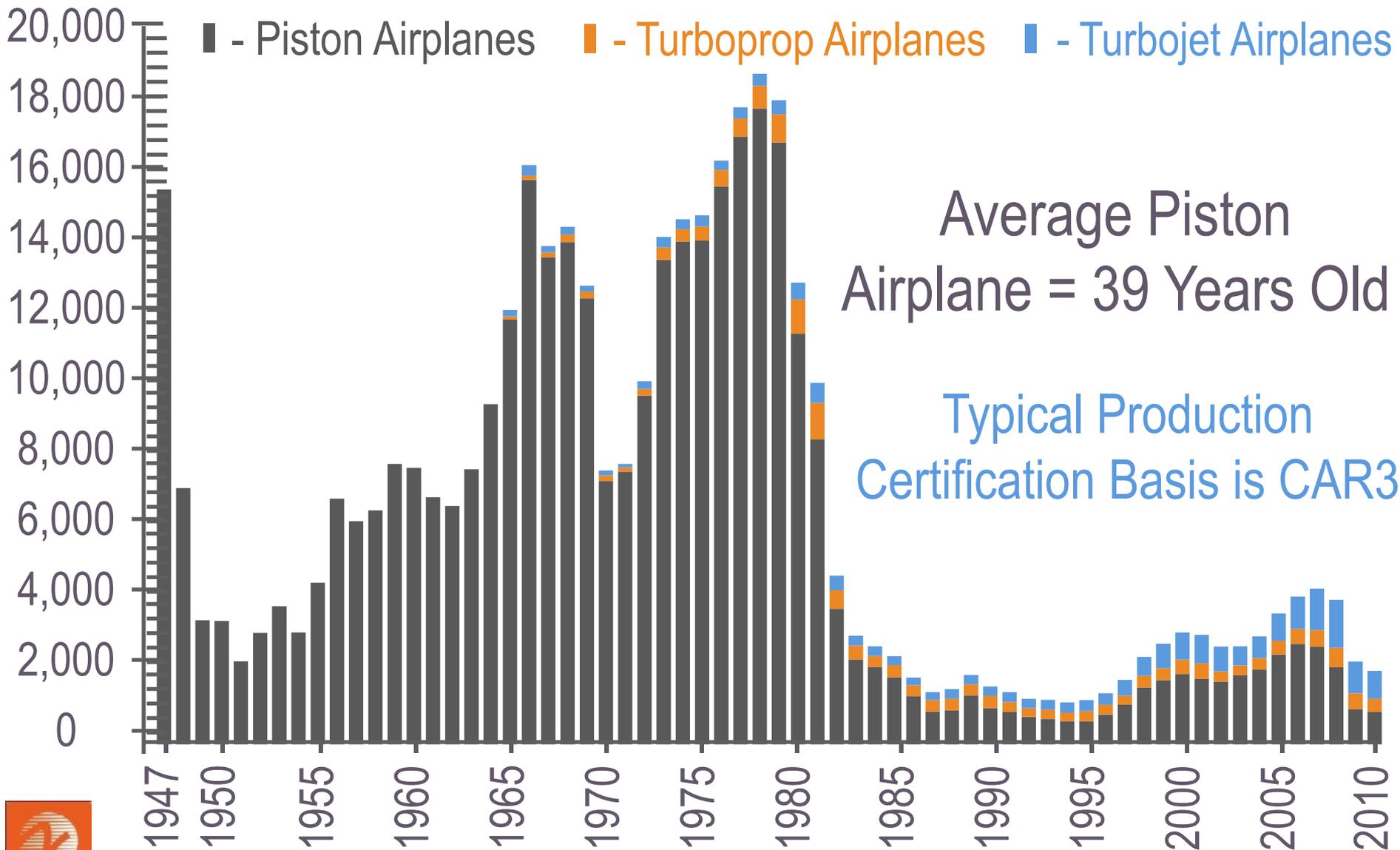
Fixed Wing GA (Hours Flown) 



Active Private Pilot Population

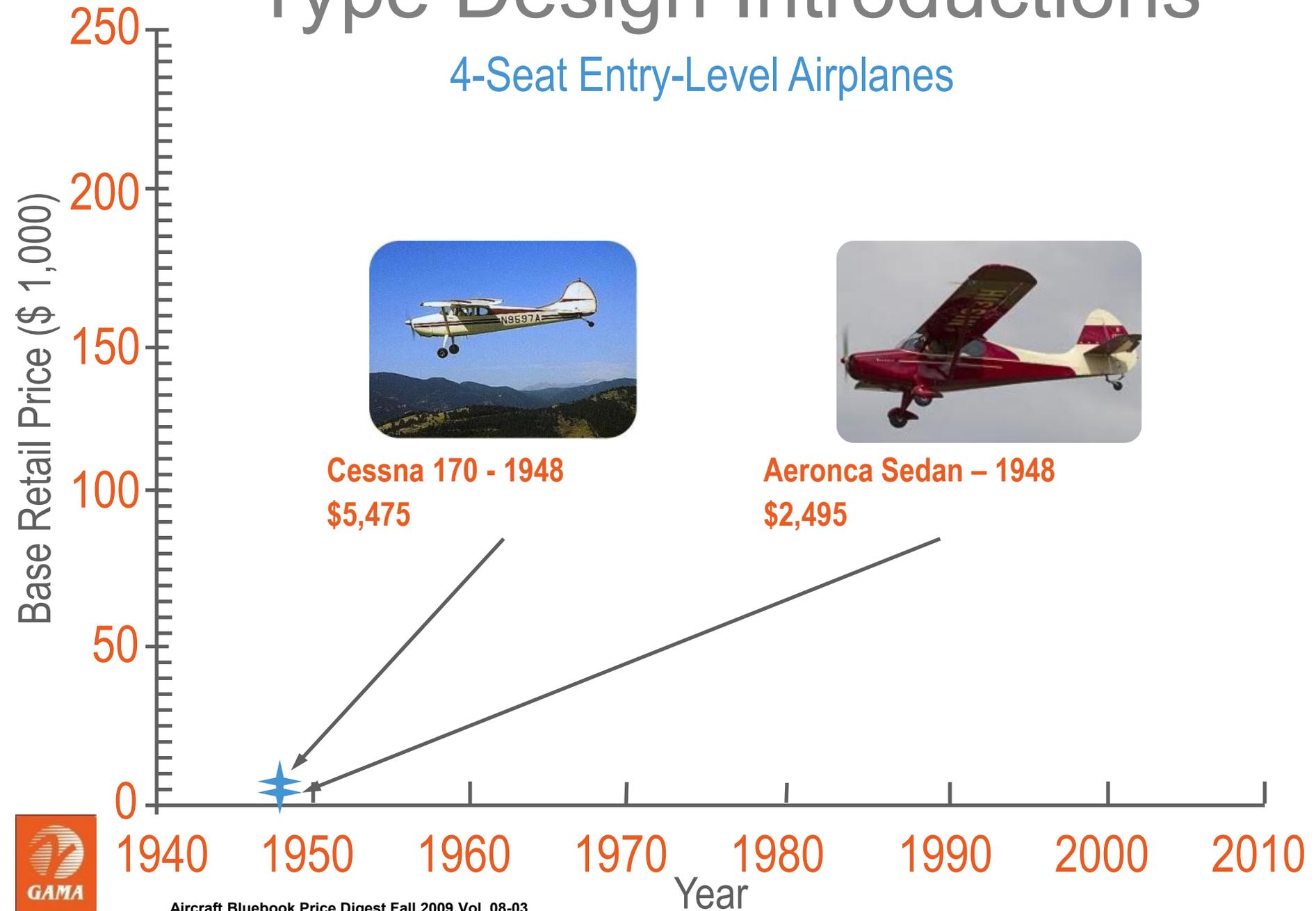


Part 23 Piston Airplanes Manufactured Annually



Type Design Introductions

4-Seat Entry-Level Airplanes



Cessna 170 - 1948
\$5,475

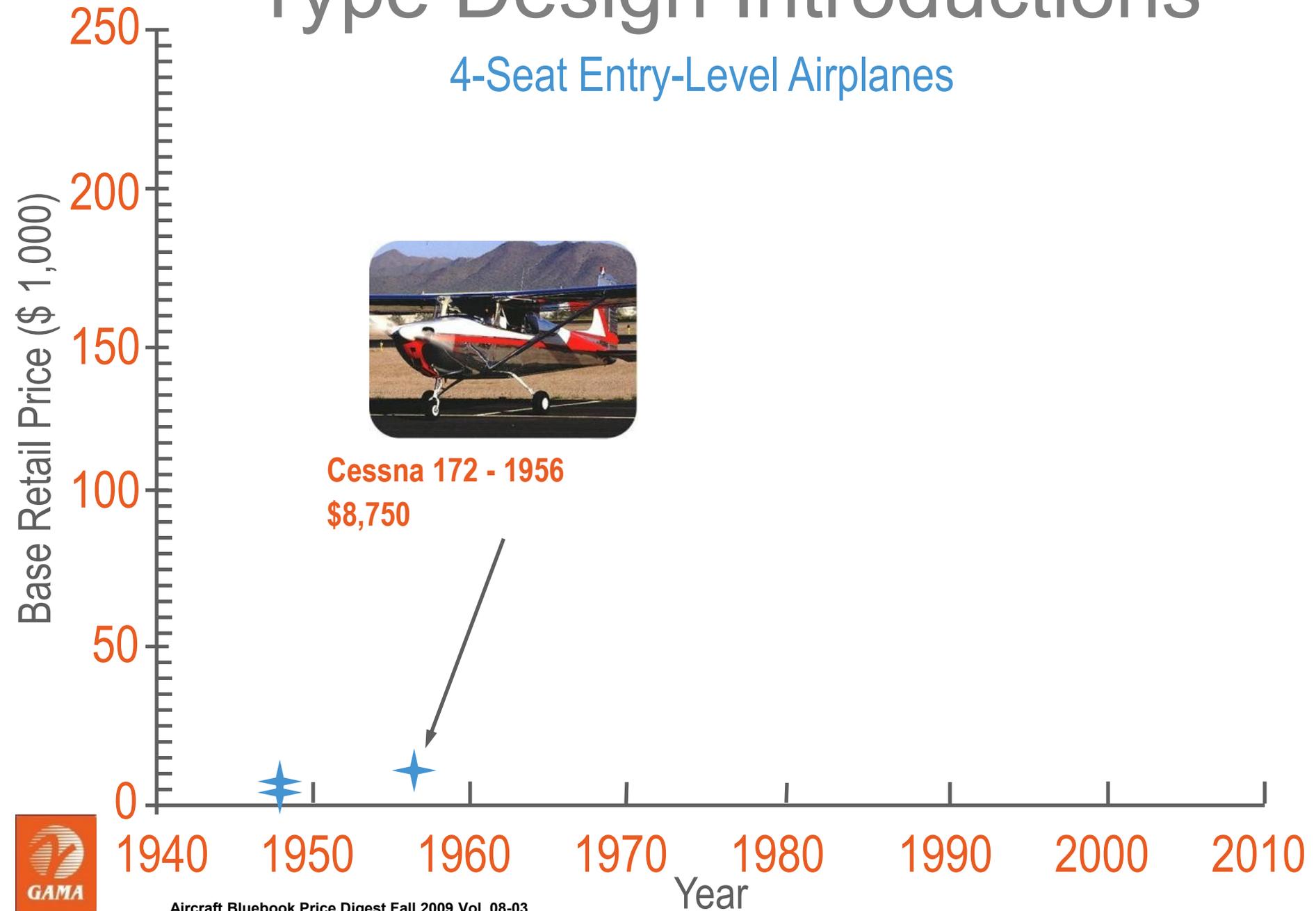


Aeronca Sedan - 1948
\$2,495



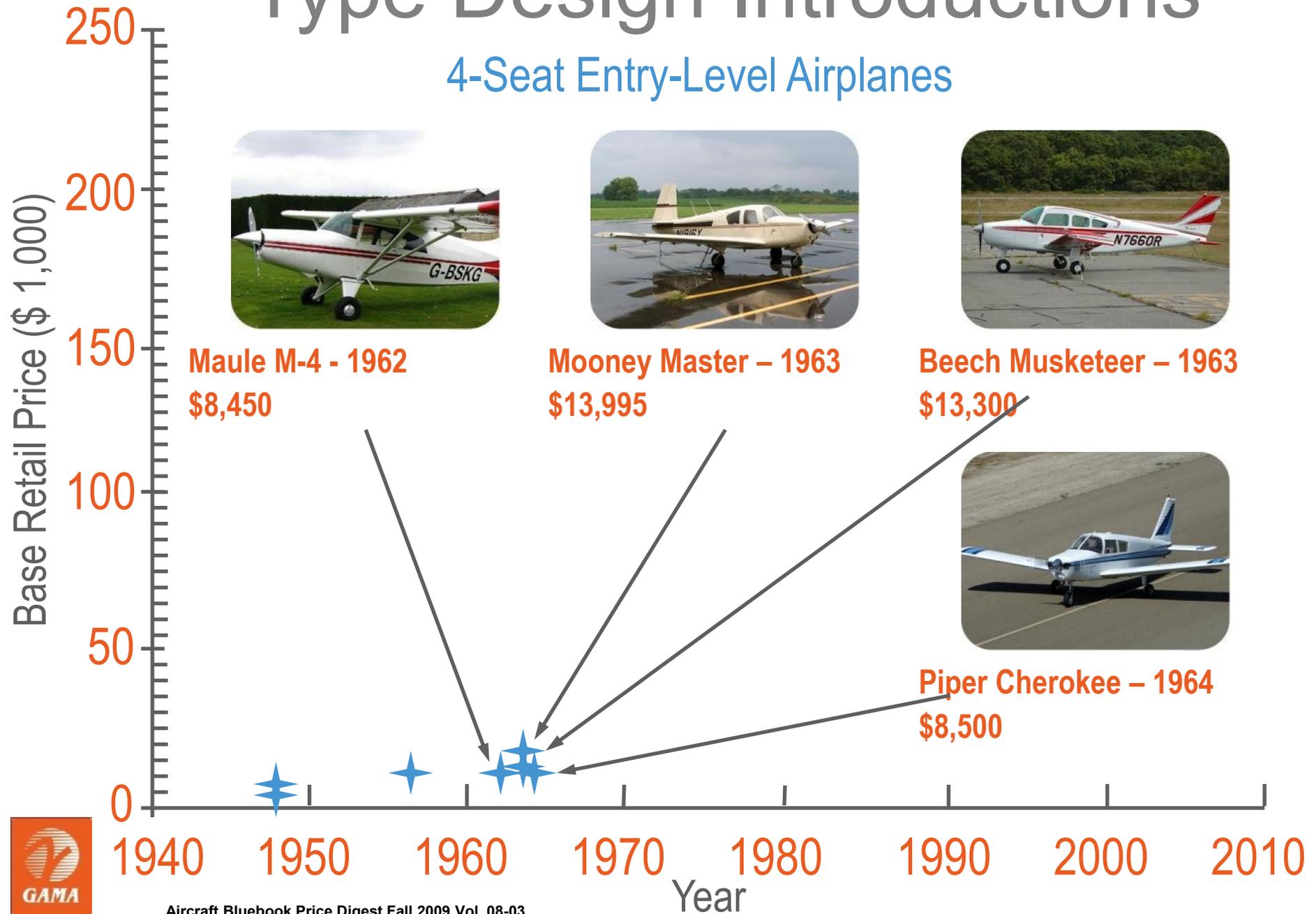
Type Design Introductions

4-Seat Entry-Level Airplanes



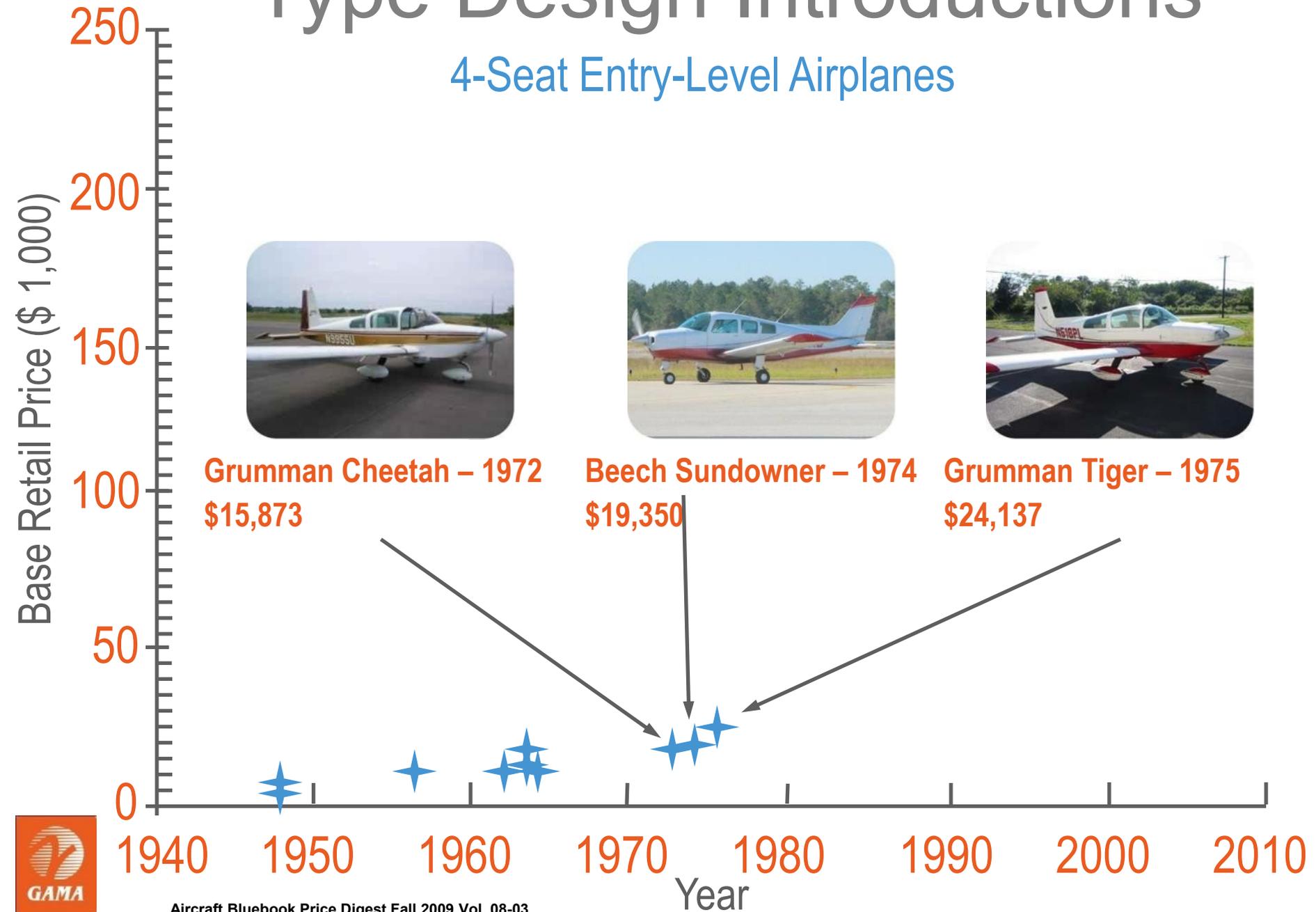
Type Design Introductions

4-Seat Entry-Level Airplanes



Type Design Introductions

4-Seat Entry-Level Airplanes



Type Design Introductions

4-Seat Entry-Level Airplanes



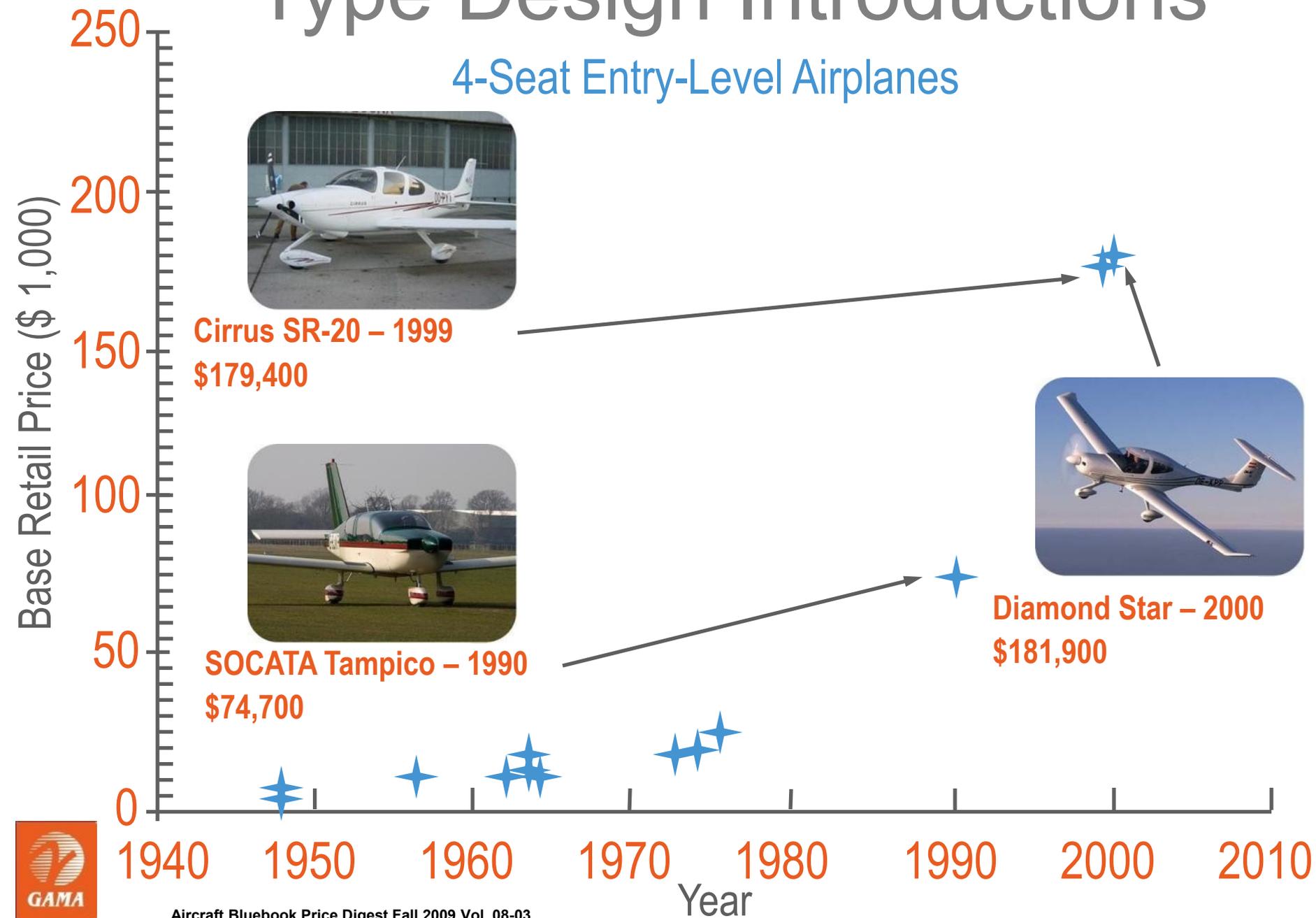
Cirrus SR-20 – 1999
\$179,400



SOCATA Tampico – 1990
\$74,700

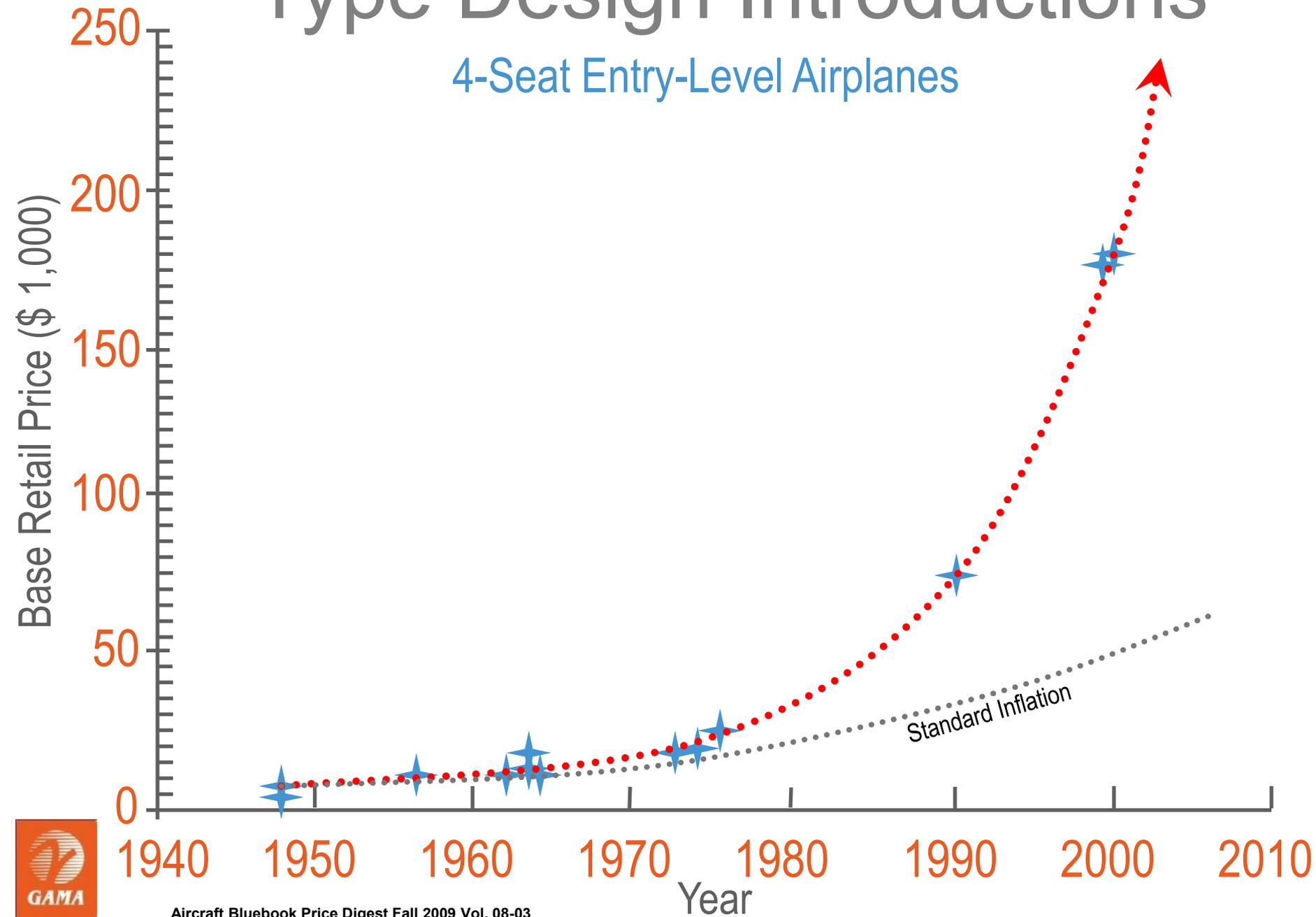


Diamond Star – 2000
\$181,900



Type Design Introductions

4-Seat Entry-Level Airplanes



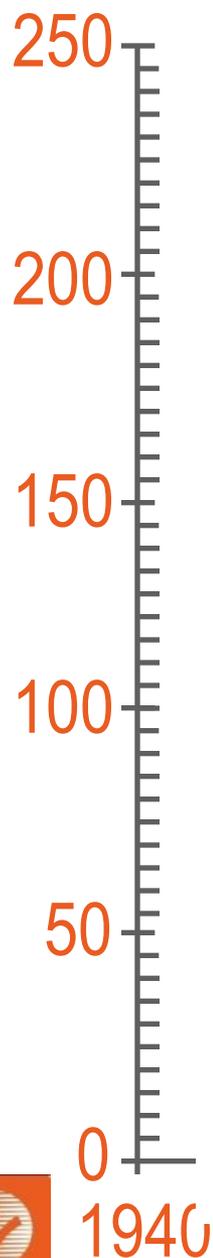
Type Design Introductions

4-Seat Entry-Level Airplanes



Between 1994 and 1996, approximately 800 rule changes to part 23 were enacted. The rule changes ranged from corrections, to harmonization with European rules, to rules that addressed new technologies of the time. While these changes addressed the needs of more sophisticated part 23 airplanes, they made it more costly to certify a simple airplane. Essentially the regulatory scope of part 23 has been shifted to more directly address the complex airplanes to the detriment of simple airplanes.

FAA Part 23 – Small Airplane Certification Process Study, July 2009



Barriers to New Airplanes

High Cost of Certification Results in Lack of Entry Level Products & Less Competition/Innovation

Dated Regulations Can't Keep Pace with New Technologies

Overly Prescriptive Regulations Don't Encourage Modern Safety Innovations



Goals of Part 23 ARC

Cut Time Cost of Certification in Half & Double Real World Safety

Enable Investment in Entry-Level Part 23

Spur Competition Based on Cost Effective Safety Innovation

Internationally Harmonized



Conclusion

Part 23 Reorganization Critical to Revitalizing GA & Improving Safety

Recommendation to FAA in Summer 2013

NTSB Panel on GA Safety Couldn't Come at a Better Time...

