

105TH CONGRESS
1ST SESSION

H. R. 2855

To amend title 49, United States Code, to require the installation of the collision avoidance system known as TCAS-II on large cargo aircraft.

IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 6, 1997

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

A BILL

To amend title 49, United States Code, to require the installation of the collision avoidance system known as TCAS-II on large cargo aircraft.

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. INSTALLATION OF TCAS-II ON LARGE CARGO**
4 **AIRCRAFT.**

5 Section 44716 of title 49, United States Code, is
6 amended by adding at the end the following:

7 “(g) LARGE CARGO AIRCRAFT.—

8 “(1) INSTALLATION AND OPERATION.—In addi-
9 tion to the requirements of subsection (b), the Ad-
10 ministrator, not later than June 1, 1998, shall re-

1 quire by regulation that TCAS–II be installed and
2 operated on each civil aircraft that has a maximum
3 gross weight exceeding 15,000 kilograms and is used
4 to provide air transportation of cargo, including
5 intrastate transport of cargo by air.

6 “(2) DEADLINES.—

7 “(A) AIRCRAFT MANUFACTURED AFTER IS-
8 SUANCE OF FINAL REGULATIONS.—For any
9 civil aircraft described in paragraph (1) that is
10 manufactured after the date of issuance of final
11 regulations under paragraph (1), such regula-
12 tions shall require the installation of TCAS–II
13 at the time of manufacture.

14 “(B) AIRCRAFT MANUFACTURED ON OR
15 BEFORE ISSUANCE OF FINAL REGULATIONS.—

16 “(i) AIRCRAFT EQUIPPED WITH TCAS–
17 II.—For any civil aircraft described in
18 paragraph (1) that is manufactured on or
19 before the date of issuance of final regula-
20 tions under paragraph (1) and that is
21 wired for TCAS–II, contains inactive
22 TCAS–II equipment, or is otherwise read-
23 ily adaptable to the installation of TCAS–
24 II, such regulations shall require the in-

1 stallation of TCAS–II on or before Decem-
2 ber 31, 1998.

3 “(ii) OTHER AIRCRAFT.—For any civil
4 aircraft described in paragraph (1) that is
5 manufactured on or before the date of is-
6 suanace of final regulations under para-
7 graph (1) and that is not covered under
8 clause (i), such regulations shall require
9 the installation of TCAS–II on or before
10 December 31, 1999.

11 “(3) EXTENSION OF DEADLINE.—The Adminis-
12 trator may extend a deadline specified in paragraph
13 (2) for not more than 2 years for any civil aircraft
14 described in paragraph (1) in which TCAS–II is not
15 installed if the Administrator finds the extension is
16 necessary to promote—

17 “(A) a safe and orderly transition to the
18 operation of a fleet of civil aircraft described in
19 paragraph (1) equipped with TCAS–II; or

20 “(B) other safety objectives.”.

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