

110TH CONGRESS
1ST SESSION

H. R. 2912

To require the Administrator of the Federal Aviation Administration to finalize the proposed rule relating to the reduction of fuel tank flammability exposure, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JUNE 28, 2007

Mr. BISHOP of New York introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To require the Administrator of the Federal Aviation Administration to finalize the proposed rule relating to the reduction of fuel tank flammability exposure, and for other purposes.

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. SHORT TITLE.**

4 This Act may be cited as the “Transport Aircraft
5 Fuel Tank Safety Act of 2007”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

1 (1) The Federal Aviation Administration has
2 achieved little progress toward limiting transport
3 category aircraft deaths resulting from center wing
4 fuel tank explosions, including the crash of Trans
5 World Airlines Flight 800 off the coast of East
6 Moriches, Suffolk County, Long Island, New York
7 on July 17, 1996 (the single largest loss of life as
8 a result of a preventable center wing fuel tank explo-
9 sion in a transport category aircraft).

10 (2) Over the course of the past 15 years, 3 sep-
11 arate fatal transport category aircraft accidents re-
12 sulting in the loss of 346 lives were the result of pre-
13 ventable fuel tank explosions.

14 (3) Center wing fuel tank explosions of trans-
15 port category aircraft remain a concern and have the
16 potential to cause flight disasters.

17 (4) The National Transportation Safety Board,
18 pursuant to its recommendations A-96-174 and A-
19 96-175, explicitly affirms that the elimination of
20 center wing fuel tank explosions is a primary objec-
21 tive of aviation safety and that, when considering
22 safety changes, the Federal Aviation Administration
23 should give significant consideration to fuel tank
24 inerting systems.

1 (5) The Federal Government has enacted avia-
2 tion safety measures in response to the tragedy of
3 Trans World Airlines Flight 800 and recognized the
4 hardship confronted by family members of the pas-
5 senger victims who were killed as a result of the
6 crash.

7 (6) There is a need to address and resolve the
8 risk to airline passengers due to the vulnerability of
9 aircraft center wing fuel tanks to explosion.

10 **SEC. 2. IMPLEMENTATION OF FAA RULE RELATING TO**
11 **FUEL TANK FLAMMABILITY.**

12 (a) **IN GENERAL.**—Notwithstanding any other provi-
13 sion of law, not later than January 1, 2008, the Adminis-
14 trator of the Federal Aviation Administration shall finalize
15 and implement the rule proposed by the Federal Aviation
16 Administration relating to the reduction of fuel tank flam-
17 mability in transport category airplanes (70 Fed. Reg.
18 70922, dated November 23, 2005) and shall take such ac-
19 tion as may be necessary to ensure that operators and
20 manufacturers of airplanes will take appropriate action to
21 comply with the rule.

22 (b) **STUDY AND REPORT.**—Not later than 180 days
23 after the date of the enactment of this Act, the Adminis-
24 trator of the Federal Aviation Administration shall con-
25 duct a study and report to Congress regarding ways to

4

- 1 improve the safety and reduce the flammability of fuel
- 2 tanks that are located on the wings of airplanes.

○