

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.

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## 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

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## 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

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

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