

103^D CONGRESS
1ST SESSION

S. 787

To require the Secretary of Transportation to issue an air worthiness directive related to dense and continuous smoke in aircraft.

IN THE SENATE OF THE UNITED STATES

APRIL 19, 1993

Mr. INOUE (by request) (for himself and Mr. AKAKA) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To require the Secretary of Transportation to issue an air worthiness directive related to dense and continuous smoke in 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. AIR WORTHINESS DIRECTIVE.**

4 (a) IN GENERAL.—Within 90 days following the date
5 of the enactment of this Act, the Secretary of Transpor-
6 tation shall take such actions as may be necessary to issue
7 an air worthiness directive which would apply to all tur-
8 bine engine powered aircraft.

1 (b) PURPOSES.—In order to ensure that a pilot will
2 be able to see minimum vital flight instruments, approach
3 plats, check lists, emergency procedures and, when nec-
4 essary, flight paths, in order to enable an aircraft to be
5 controlled and safely landed during emergency conditions
6 of dense and continuous smoke on the flight deck, the air
7 worthiness directive issued in accordance with subsection
8 (a) shall accomplish the following:

9 (1) Demonstrate to the Federal Aviation Ad-
10 ministration by actual test that the aircraft ventila-
11 tion system, based on minimum equipment require-
12 ments and smoke evacuation procedures during criti-
13 cal flight conditions, is capable of providing a suffi-
14 ciently smoke-free flight deck environment to ensure
15 essential pilot vision for continued control of an air-
16 plane under Instrument Flight Rules (IFR) or Vis-
17 ual Flight Rules (VFR) in the event dense smoke
18 continuously enters the flight deck.

19 (2) Provide smoke displacement equipment that
20 positively removes smoke from the critical vision
21 path and provides the requisite minimum vital vision
22 for the required pilot(s).

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