

**ASSOCIATION OF ASIA PACIFIC AIRLINES  
RESOLUTION NO. 7  
Series of 2002**

**A RESOLUTION TO REDUCE THE IMPACT OF THE US FAA FUEL TANK  
REDESIGN REQUIREMENTS**

The AAPA ASSEMBLY OF PRESIDENTS, in its 46<sup>th</sup> Meeting duly assembled,

RECOGNISING THAT:

- I. The US Federal Aviation Administration (FAA), on May 7 2001, issued Special Federal Aviation Regulation (SFAR) 88, which requires flammability reduction by a combination of redesign, maintenance and inspection of existing fuel tank systems;
- II. The SFAR requires manufacturers to submit fuel tank system design, maintenance and inspection plans for flammability reduction to the FAA by December 6 2002, and operators to implement those plans by June 6 2004;
- III. The FAA amended the SFAR on September 10 2002 to allow other means, such as airborne fuel tank inerting, that provide an equivalent level of safety to the original SFAR requirements;

BELIEVING THAT:

- IV. While the rule is directed at manufacturers, the impact of the maintenance and inspection requirements will be on aircraft operators;
- V. The technology landscape has changed with recent gains in airborne fuel inerting technology, since the SFAR was first published in 2001;
- VI. Equivalent means of complying with the SFAR by using fuel tank inerting methods to reduce explosions as opposed to inspections/modifications can reduce the impact on airlines;
- VII. Regulatory harmonisation between the FAA and the European Joint Aviation Administration (JAA) is crucial since the AAPA has 17 member airlines operating approximately 1,200 aircraft, 70% Boeing and 30% Airbus, and have 13 regulators who adopt either the FAA or JAA requirements for the most part;

RESOLVES, as it is herein resolved:

- VIII. To closely monitor and participate, through the Engineering and Maintenance Working Group (EMWG) and the AAPA Secretariat, in any manufacturer and/or regulatory activities in complying with the SFAR and amendment;
- IX. To strongly endorse the adoption of a single solution: either ignition suppression or inerting solutions, but not both, because of the costs involved to manufacturers and the airlines;
- X. To encourage the aircraft manufacturers to explore all inerting possibilities, both technically and cost impact wise;
- XI. To urge the FAA and the JAA to agree on a harmonized solution; and
- XII. To urge the FAA to postpone the SFAR compliance date of June 6 2004, unless the decision on using ignition suppression or inerting can be quickly reached.

APPROVED 15<sup>th</sup> day of November 2002 in Cebu, Philippines.

Certified correct:

Attested by:

RICHARD T STIRLAND  
Director General

AVELINO L. ZAPANTA  
AAPA Chairman - 2002