

117TH CONGRESS  
2D SESSION

# H. R. 7521

To amend title 49, United States Code, to require that certain rotorcraft manufactured before April 5, 2020, comply with requirements relating to fuel system crash resistance, and for other purposes.

---

## IN THE HOUSE OF REPRESENTATIVES

APRIL 14, 2022

Mr. NEGUSE (for himself, Mr. PERLMUTTER, Mr. CARSON, Ms. NORTON, Mrs. CAROLYN B. MALONEY of New York, and Mr. COHEN) introduced the following bill; which was referred to the Committee on Ways and Means, and in addition to the Committee on Transportation and Infrastructure, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

---

## A BILL

To amend title 49, United States Code, to require that certain rotorcraft manufactured before April 5, 2020, comply with requirements relating to fuel system crash resistance, 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 “Helicopter Passenger  
5 Protection Act”.

1 **SEC. 2. HELICOPTER FUEL SYSTEM SAFETY.**

2 Section 44737 of title 49, United States Code, is  
3 amended—

4 (1) in subsection (a)(2) by striking “the date  
5 that is 18 months after the date of enactment of  
6 this section” and inserting “April 5, 2020”;

7 (2) by redesignating subsections (b) and (c) as  
8 subsections (c) and (d), respectively; and

9 (3) by inserting after subsection (a) the fol-  
10 lowing:

11 “(b) PROHIBITION FOR ROTORCRAFT MANUFAC-  
12 TURED BEFORE APRIL 5, 2020.—

13 “(1) IN GENERAL.—Not later than 5 years  
14 after the date of enactment of this subsection, a per-  
15 son may not operate in United States airspace a  
16 rotorcraft manufactured before April 5, 2020, for  
17 which the Administrator of the Federal Aviation Ad-  
18 ministration has issued a standard airworthiness  
19 certificate, unless such rotorcraft includes a fuel sys-  
20 tem that is certified by the Administrator to—

21 “(A) comply with the requirements applica-  
22 ble to the category of the rotorcraft under para-  
23 graphs (1), (2), (3), (5), and (6) of section  
24 27.952(a), section 27.952(f), and section  
25 27.963(g) (but allowing for a minimum punc-  
26 ture force of 250 pounds) or paragraphs (1),

1 (2), (3), (5), and (6) of section 29.952(a), sec-  
2 tion 29.952(f), and section 29.963(b) (but al-  
3 lowing for a minimum puncture force of 250  
4 pounds) of title 14, Code of Federal Regula-  
5 tions, as in effect on the date of enactment of  
6 this subsection; or

7 “(B) employ other means acceptable to the  
8 Administrator to provide an equivalent level of  
9 fuel system crash resistance.

10 “(2) EXCEPTION.—This subsection shall not  
11 apply to an unmanned aircraft that does not carry  
12 any occupants.”.

13 **SEC. 3. CREDIT FOR IMPROVING SAFETY OF FUEL SYSTEMS**  
14 **IN ROTORCRAFT.**

15 (a) IN GENERAL.—Subpart B of part IV of sub-  
16 chapter A of chapter 1 of the Internal Revenue Code of  
17 1986 is amended by inserting after section 30D the fol-  
18 lowing new section:

19 **“SEC. 30E. IMPROVING SAFETY OF FUEL SYSTEMS IN**  
20 **ROTORCRAFT.**

21 “(a) IN GENERAL.—There shall be allowed as a cred-  
22 it against the tax imposed by this chapter for the taxable  
23 year an amount equal to 10 percent of the qualified fuel  
24 system improvement costs which are paid or incurred by  
25 the taxpayer during the taxable year.

1 “(b) DEFINITIONS.—For purposes of this section—

2 “(1) QUALIFIED FUEL SYSTEM IMPROVEMENT  
3 COSTS.—The term ‘qualified fuel system improve-  
4 ment costs’ means costs paid or incurred to make  
5 qualified changes to a fuel system in a rotorcraft  
6 that did not, before such changes, meet the require-  
7 ments described in paragraph (2)(A).

8 “(2) QUALIFIED CHANGES.—The term ‘quali-  
9 fied changes’ means—

10 “(A) changes necessary to make a fuel sys-  
11 tem compliant with the requirements under—

12 “(i) paragraphs (1), (2), (3), (5), and  
13 (6) of section 27.952(a), section 27.952(c),  
14 section 27.952(f), section 27.952(g), sec-  
15 tion 27.963(g) (but allowing for a min-  
16 imum puncture force of 250 pounds if suc-  
17 cessfully drop tested in-structure), and sec-  
18 tion 27.975(b) of title 14, Code of Federal  
19 Regulations as in effect on the date of en-  
20 actment of this section, or

21 “(ii) paragraphs (1), (2), (3), (5), and  
22 (6) of section 29.952(a), section 29.952(c),  
23 section 29.952(f), section 29.952(g), sec-  
24 tion 29.963(b) (but allowing for a min-  
25 imum puncture force of 250 pounds if suc-

1                   cessfully drop tested in-structure), and  
2                   29.975(a)(7) of such title as so in effect,  
3                   and

4                   “(B) such changes as the Secretary deter-  
5                   mines are necessary to result in a fuel system  
6                   that has equivalent crash resistance to a fuel  
7                   system compliant with the requirements under  
8                   clause (i) or (ii) of subparagraph (A).”.

9                   (b) CLERICAL AMENDMENT.—The table of sections  
10                  for such subpart A is amended by inserting after the item  
11                  relating to section 30D the following new item:

                  “Sec. 30E. Improving safety of fuel systems in rotorcraft.”.

12                  (c) EFFECTIVE DATE.—The amendments made by  
13                  this section shall apply to taxable years beginning after  
14                  December 31, 2022.

○