



U.S. Department  
of Transportation

**Research and  
Special Programs  
Administration**

The Administrator

400 Seventh Street, S.W.  
Washington, D.C. 20590

SEP 27 1999

The Honorable Jim Hall  
Chairman  
National Transportation Safety Board  
Washington, DC 20594

Dear Mr. Chairman:

This letter addresses National Transportation Safety Board safety recommendation A-96-30 issued to the Research and Special Programs Administration (RSPA). Recommendation A-96-30 was issued as the result of the Safety Board's investigation of the accident involving ValuJet Flight 592 in the Everglades near Miami, Florida, on May 11, 1996. The recommendation states that RSPA should:

In cooperation with the Federal Aviation Administration, prohibit the transportation of oxidizers and oxidizing materials (e.g., nitric acid) in cargo compartments that do not have fire or smoke detection systems.

RSPA published a final rule (enclosed) in the Federal Register on August 19, 1999 [64 FR 45388; Docket HM-224A]. This final rule prohibits the carriage of oxidizers on aircraft in inaccessible cargo compartments that do not have fire or smoke detection and fire suppression systems. For the reasons set forth in the final rule, no changes were made to provisions for oxidizers which are reclassified as consumer commodities. Also, exceptions to the prohibition are provided for cylinders containing compressed oxygen, subject to new packaging and stowage requirements and limits on the number of cylinders.

Based upon RSPA's action under Docket HM-224A, I request that safety recommendation A-96-30 be classified as "Closed-Acceptable Action."

If you have any questions, please contact me or Jack Murray, Director of the Office of Policy and Program Support, at (202) 366-4831.

Sincerely,

Kelley S. Coyner

Enclosure

