

Statement from Boeing on TWA 800

The TWA 800 tragedy affected countless numbers of people and launched an investigation unprecedented in aviation history.

The United States National Transportation Safety Board (NTSB) made several recommendations to enhance fuel tank safety, which the Federal Aviation Administration (FAA) and industry addressed.

Boeing participated in many industry fuel tank safety activities, including Aviation Rulemaking Advisory Committees, which were chartered by the FAA to study and make recommendations regarding the various aspects of fuel tank safety. We implemented numerous fuel system improvements across our entire product line.

Throughout this time we have continued our research and development work on flammability reduction. As part of that effort, we determined that new fuel tank inerting technology using a Nitrogen Generation System (NGS) was the right thing to do for new production airplanes.

In the summer of 2003, a prototype fuel tank inerting system was flown by Boeing on a 747-400 to demonstrate the feasibility of such a system. The results were positive and development of a production level system continued.

In 2005 Boeing certified and delivered a Nitrogen Generation System (NGS) on two 747-400 and two 737-700 airplanes to conduct an in-service evaluation. The evaluation and extensive qualification test programs are intended to validate this new technology for use on commercial airplanes.

Boeing is a strong advocate of fuel tank safety. Industry standards for ignition prevention have always been the basis of our designs. We continue to implement safety enhancements in all of our models. The aviation industry's ongoing efforts further raise the safety bar and enhance an already safe fleet.

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