

Federal Aviation Administration – [Regulations and Policies](#)
Aviation Rulemaking Advisory Committee

Occupant Safety Issue Area

Cabin Safety Harmonization Working Group

Task 2 – Passenger Information Signs and Placecards

Task Assignment

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[Notices]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and
Engine Issues--New and Revised Tasks

AGENCY: Federal Aviation Administration (**FAA**), DOT.

ACTION: Notice of new and revised task assignments for the Aviation
Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of new tasks assigned to and accepted by the
Aviation Rulemaking Advisory Committee (ARAC) and of revisions to a
number of existing tasks. This notice informs the public of the
activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Dorenda Baker, Transport Airplane
Directorate, Aircraft Certification Service (ANM-110), 1601 Lind
Avenue, SW., Renton, WA 98055; phone (425) 227-2109; fax (425) 227-
1320.

SUPPLEMENTARY INFORMATION:

Background

The **FAA** has established an Aviation Rulemaking Advisory Committee
to provide advice and recommendations to the **FAA** Administrator, through
the Associate Administrator for Regulation and Certification, on the
full range of the **FAA's** rulemaking activities with respect to aviation-
related issues. This includes obtaining advice and recommendations on
the **FAA's** commitment to harmonize its Federal Aviation Regulations
(FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is transport airplane and engine issues.
These issues involve the airworthiness standards for transport category

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airplanes and engines in 14 CFR parts 25, 33, and 35 and parallel
provisions in 14 CFR parts 121 and 135. The corresponding Canadian
standards are contained in Parts V, VI, and VII of the Canadian
Aviation Regulations. The corresponding European standards are
contained in Joint Aviation Requirements (JAR) 25, JAR-E, JAR-P, JAR-
OPS-Part 1, and JAR-26.

As proposed by the U.S. and European aviation industry, and as

agreed between the Federal Aviation Administration (**FAA**) and the European Joint Aviation Authorities (JAA), an accelerated process to reach harmonization has been adopted. This process is based on two procedures:

(1) Accepting the more stringent of the regulations in Title 14 of the Code of Federal Regulations (FAR), Part 25, and the Joint Airworthiness Requirements (JAR); and

(2) Assigning approximately 41 already-tasked significant regulatory differences (SRD), and certain additional part 25 regulatory differences, to one of three categories:

<bullet> Category 1--Envelope

<bullet> Category 2--Completed or near complete

<bullet> Category 3--Harmonize

The Revised Tasks

ARAC will review the rules identified in the ``FAR/JAR 25 Differences List,' ' dated June 30, 1999, and identify changes to the regulations necessary to harmonize part 25 and JAR 25. ARAC will submit a technical report on each rule. Each report will include the cost information that has been requested by the **FAA**. The tasks currently underway in ARAC to harmonize the listed rules are superseded by this tasking.

New Tasks

The **FAA** has submitted a number of new tasks for the Aviation Rulemaking Advisory Committee (ARAC), Transport Airplane and Engine Issues. As agreed by ARAC, these tasks will be accomplished by existing harmonization working groups. The tasks are regulatory differences identified in the above-referenced differences list as Rule type = P-SRD.

New Working Group

In addition to the above new tasks, a newly established Cabin Safety Harmonization Working Group will review several FAR/JAR paragraphs as follows:

ARAC will review the following rules and identify changes to the regulations necessary to harmonize part 25 and JAR:

- (1) Section 25.787;
- (2) Section 25.791(a) to (d);
- (3) Section 25.810;
- (4) Section 25.811;
- (5) Section 25.819; and
- (6) Section 25.813(c).

ARAC will submit a technical report on each rule. Each report will include the cost information that has been requested by the **FAA**.

The Cabin Safety Harmonization Working Group would be expected to complete its work for the first five items (identified as Category 1 or 2) before completing item 6 (identified as Category 3).

Schedule

Within 120 days of tasking/retasking:

<bullet> For Category 1 tasks, ARAC submits the Working Groups' technical reports to the **FAA** to initiate drafting of proposed rulemaking documents.

<bullet> For Category 2 tasks, ARAC submits technical reports, including already developed draft rules and/or advisory materials, to the **FAA** to complete legal review, economic analysis, coordination, and issuance.

June 2000: For Category 3 tasks, ARAC submits technical reports including draft rules and/or advisory materials to the **FAA** to complete legal review, economic analysis, coordination, and issuance.

ARAC Acceptance of Tasks

ARAC has accepted the new tasks and has chosen to assign all but one of them to existing harmonization working groups. A new Cabin Safety Harmonization Working Group will be formed to complete the remaining tasks. The working groups serve as staff to ARAC to assist ARAC in the analysis of the assigned tasks. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts a working group's recommendations, it forwards them to the **FAA** and ARAC recommendations.

Working Group Activity

All working groups are expected to comply with the procedures adopted by ARAC. As part of the procedures, the working groups are expected to accomplish the following:

1. Document their decisions and discuss areas of disagreement, including options, in a report. A report can be used both for the enveloping and for the harmonization processes.
2. If requested by the **FAA**, provide support for disposition of the comments received in response to the NPRM or review the **FAA's** prepared disposition of comments. If support is requested, the Working Group will review comments/disposition and prepare a report documenting their recommendations, agreement, or disagreement. This report will be submitted by ARAC back to the **FAA**.
3. Provide a status report at each meeting of ARAC held to consider Transport Airplane and Engine Issues.

Participation in the Working Groups

Membership on existing working groups will remain the same, with the formation of subtask groups, if appropriate. The Cabin Safety Harmonization Working Group will be composed of technical experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the Cabin Safety Harmonization Working Group should write to the person listed under the caption FOR FURTHER INFORMATION CONTACT expressing that desire, describing his or her interest in the tasks, and stating the expertise he or she would bring to the working group. All requests to participate must be received no later than December 30, 1999. The requests will be reviewed by the assistant chair, the assistant executive director, and the working group chair, and the individuals will be advised whether or not the request can be accommodated.

Individuals chosen for membership on the Cabin Safety Harmonization Working Group will be expected to represent their aviation community segment and participate actively in the working group (e.g., attend all meetings, provide written comments when requested to do so, etc.). They also will be expected to devote the resources necessary to ensure the ability of the working group to meet any assigned deadline(s). Members are expected to keep their management chain advised of working group activities and decisions to ensure that the agreed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for a vote.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the assistant executive director, and the working group chair.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the **FAA** by law.

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Meetings of ARAC will be open to the public. Meetings of the working groups will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on November 19, 1999.
Anthony F. Fazio,
Executive Director, Aviation Rulemaking Advisory Committee.
[FR Doc. 99-30774 Filed 11-24-99; 8:45 am]
BILLING CODE 4910-13-M

Recommendation

ARAC CSHWG Report
FAR/JAR 25.791 (Category 1 Item)

1 - What is underlying safety issue addressed by the FAR/JAR? [Explain the underlying safety rationale for the requirement. Why does the requirement exist?]

- Awareness, by passengers, of the prohibition against smoking, and the need to be seated with their with seat belt fastened, at specific times, by the application of design requirements to: 1) "No Smoking" signs to indicate that smoking is prohibited during specific times during the operation of the airplane and that smoking is prohibited in specific areas at all times, to reduce the possibility of fire; 2) fasten seat belt signs to inform passengers that they need to be in their seats with their seat belts fastened (typically during taxi, takeoff, landing and turbulence), to prevent possible injury.

2 - What are the current FAR and JAR standards? [Reproduce the FAR and JAR rules text as indicated below.]

Current FAR text: **§ 25.791 Passenger information signs and placards**

(a) If smoking is to be prohibited, there must be at least one placard so stating that is legible to each person seated in the cabin. If smoking is to be allowed, and if the crew compartment is separated from the passenger compartment, there must be at least one sign notifying when smoking is prohibited. Signs which notify when smoking is prohibited must be operable by a member of the flightcrew and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the cabin.

(b) Signs that notify when seat belts should be fastened and that are installed to comply with the operating rules of this chapter must be operable by a member of the flightcrew and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the cabin.

(c) A placard must be located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited.

(d) Lavatories must have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on or adjacent to each side of the entry door.

Current JAR text: **25.791 Passenger information signs and placards**

(a) If smoking is to be prohibited, there must be at least one placard so stating that is legible to each person seated in the cabin. If smoking is to be allowed, and if the crew compartment is separated from the passenger compartment, there must be at least one sign notifying when smoking is prohibited. Signs which notify

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when smoking is prohibited must be installed so as to be operated from either pilot's seat and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the cabin.

(b) Signs that notify when seat belts should be fastened and that are installed to comply with the National Operating Rules must be installed so as to be operated from either pilot's seat and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the cabin.

(c) A placard must be located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited.

(d) Lavatories must have "No Smoking" or "No Smoking in Lavatory" placards positioned adjacent to each ashtray. The placards must have red letters at least 0.5 inches (12.7 mm) high on a white background of at least 1.0 inches (25.4 mm) high. (A No Smoking symbol may be included on the placard.)

3 - What are the differences in the standards and what do these differences result in?:

[Explain the differences in the standards, and what these differences result in relative to (as applicable) design features/capability, safety margins, cost, stringency, etc.]

The "No Smoking" and "Fasten Seat Belt" signs are required by the FAR to be operable by a member of the flightcrew. The JAR requires that these signs be operable from each pilot's seat, which is more stringent than the FAR.

The FAR requires that a placard be conspicuously located on or adjacent to each side of the lavatory entry door (inside and outside) and the JAR requires a placard adjacent to each ashtray. Therefore the FAR is more stringent relative to the JAR relationship between the placards and ashtray; however, the JAR is more stringent in reference to the exact locations, size and color requirements of the placards.

4 - What, if any, are the differences in the means of compliance? [Provide a brief explanation of any differences in the compliance criteria or methodology, including any differences in either criteria, methodology, or application that result in a difference in stringency between the standards.]

For the operation of the "No Smoking" and "Fasten Seat Belt" signs, the FAR provides for the controls to be operable by any single flightcrew member (including the flight engineer), without reference to placement of the controls. The JAR requires that the controls for these signs be operable from each pilot's seat.

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For the lavatory “No Smoking” sign, the FAR allows different size and color of the lettering on the placard, the background color, nor is it specific in regard to exact location. The JAR requires a specific lettering size and color, and background color. The JAR also requires the placard to be located adjacent to the ashtrays provided.

5 – What is the proposed action? [Is the proposed action to harmonize on one of the two standards, a mixture of the two standards, propose a new standard, or to take some other action? Explain what action is being proposed (not the regulatory text, but the underlying rationale) and why that direction was chosen.]

- Modify FAR/JAR as follows:

- 1) Revise the FAR to require that the “No Smoking” and “Fasten Seat Belt” signs be operable from each pilot’s seat.
- 2) Revise the JAR to reflect placard location relative to doorway rather than ashtray location.
- 3) Revise the FAR to match the lavatory “No Smoking” placard requirements of the new JAR.

6 - What should the harmonized standard be? [Insert the proposed text of the harmonized standard here]

- *FAR 25.791 modified to reflect:*

(b) Signs that notify when seat belts should be fastened must be operable from each pilot’s seat and, when illuminated, must be legible under all probable conditions of cabin illumination to each person seated in the passenger cabin.

(c) A placard must be located on or adjacent to the door of each receptacle used for the disposal of flammable waste materials to indicate that use of the receptacle for disposal of cigarettes, etc., is prohibited.

- *FAR and JAR 25.791 modified to reflect:*

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(d) Lavatories must have "No Smoking" or "No Smoking in Lavatory" placards conspicuously located on or adjacent to each side of the door. The placards must have red letters at least 0.5 inches (12.7 mm) high on a white background of at least 1.0 inches (25.4 mm) high. (A No Smoking symbol may be included on the placard.)

7 - How does this proposed standard address the underlying safety issue (identified under #1)? [Explain how the proposed standard ensures that the underlying safety issue is taken care of.]

- By enhancing the operability of the "No Smoking" and "Fasten Seat Belt" signs by requiring that the controls are accessible from each pilot's seat so that, if the responsible crewmember is not available (eg. away from station), the signs can be activated by the other crewmember.

- By improving comprehension and consistency by requiring the lavatory "No Smoking" placards to meet specific criteria regarding lettering size & color, background color, and location.

8 - Relative to the current FAR, does the proposed standard increase, decrease, or maintain the same level of safety? Explain. [Explain how each element of the proposed change to the standards affects the level of safety relative to the current FAR. It is possible that some portions of the proposal may reduce the level of safety even though the proposal as a whole may increase the level of safety.]

The operation of the "No Smoking" and "Fasten Seat Belt" signs from each pilot's seat would improve safety if the one pilot was not able to turn on the signs. When conditions require them to be on, the other pilot could operate them. For example if one of the flightcrew members is out of the flight deck when the need occurs the other flightcrew member could operate the signs.

Improving comprehension and consistency of lavatory "No Smoking" placards through application of standardized design and location criteria.

9 - Relative to current industry practice, does the proposed standard increase, decrease, or maintain the same level of safety? Explain. [Since industry practice may be different than what is required by the FAR (e.g., general industry practice may be more restrictive), explain how each element of the proposed change to the standards affects the level of safety relative to current industry practice. Explain whether current industry practice is in compliance with the proposed standard.]

- Increases the level of safety of FAR-certificated aircraft.
See response to question number 8.

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10 - What other options have been considered and why were they not selected?: [Explain what other options were considered, and why they were not selected (e.g., cost/benefit, unacceptable decrease in the level of safety, lack of consensus, etc.)]

- None

11 - Who would be affected by the proposed change? [Identify the parties that would be materially affected by the rule change – airplane manufacturers, airplane operators, etc.]

- Airplane manufacturers and modifiers, and lavatory manufacturers.

12 - To ensure harmonization, what current advisory material (e.g., ACJ, AMJ, AC, policy letters) needs to be included in the rule text or preamble? [Does the existing advisory material include substantive requirements that should be contained in the regulation? This may occur because the regulation itself is vague, or if the advisory material is interpreted as providing the only acceptable means of compliance.]

- None

13 - Is existing FAA advisory material adequate? If not, what advisory material should be adopted? [Indicate whether the existing advisory material (if any) is adequate. If the current advisory material is not adequate, indicate whether the existing material should be revised, or new material provided. Also, either insert the text of the proposed advisory material here, or summarize the information it will contain, and indicate what form it will be in (e.g., Advisory Circular, policy, Order, etc.)]

- No. New advisory material needs to be developed.

The following additions to Advisory Circular 25-17 would be acceptable.

- (1) Each cabin occupant, including cabin crew members but not pilot compartment occupants, should be able to see a passenger information sign when seated in a seat occupiable for taxi, takeoff, and landing. This should be accomplished for any seat position such as upright, reclined, swiveled, or tracked. The sign should be readable by a person with 20/20 vision. To read the sign, the head may be moved about to normal positions, but not rotated backwards. This evaluation should be conducted with 5 percentile female to 95 percentile male occupants.
- (2) In compartments where smoking is not allowed, one option is to “hard-wire” ON any lighted “NO SMOKING” signs to avoid confusing occupants with conflicting information .

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- (3) A single switch located such that it is operable from each pilot's seat may be used to operate the signs which notify when smoking is prohibited in the passenger cabin.
- (4) A single switch located such that it is operable from each pilot's seat may be used to operate the signs which notify when seat belts should be fastened in the passenger cabin.

14 - How does the proposed standard compare to the current ICAO standard? [Indicate whether the proposed standard complies with or does not comply with the applicable ICAO standards (if any)]

- No specific ICAO standard exists relative to this regulation.

15 - Does the proposed standard affect other HWG's? [Indicate whether the proposed standard should be reviewed by other harmonization working groups and why.]

- Not to this WG's knowledge

16 - What is the cost impact of complying with the proposed standard? [Please provide information that will assist in estimating the change in cost (either positive or negative) of the proposed rule. For example, if new tests or designs are required, what is known with respect to the testing or engineering costs? If new equipment is required, what can be reported relative to purchase, installation, and maintenance costs? In contrast, if the proposed rule relieves industry of testing or other costs, please provide any known estimate of costs.]

There are apparent administrative savings for the relevant Airworthiness Authorities and indirect for the general public which are associated with harmonization. The industry has an initial administrative burden associated with adaption to the relevant certification procedures, e.g. the need to review certification documents and standard publications and adapt necessary changes.

The industry would estimate the cost burden being at a neutral level for the harmonization of this paragraph.

17 - Does the HWG want to review the draft NPRM at "Phase 4" prior to publication in the Federal Register?

- Yes

18 - In light of the information provided in this report, does the HWG consider that the "Fast Track" process is appropriate for this rulemaking project, or is the project too complex or controversial for the Fast Track Process. Explain. [A negative answer to this

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question will prompt the FAA to pull the project out of the Fast Track process and forward the issues to the FAA's Rulemaking Management Council for consideration as a "significant" project.]

-Yes. Technical agreement has been achieved after two meetings.

FAA Action – Not Available