

**Aviation Rulemaking Advisory Committee (ARAC)  
Emergency Evacuation Issues**

**Meeting Minutes**

**DATE:** September 14, 2000  
**TIME:** 8:30 a.m.  
**LOCATION:** Boeing – Building 10-16  
535 Garden Avenue  
Renton, Washington

**Call to Order/Administrative Reporting**

Billy Glover, Assistant Chair, called the meeting to order and welcomed the attendees who in turn introduced themselves. (See attached sign-in sheet.) Frank Tiangsing, Acting Assistant Executive Director, read the required statement that briefly explained the rules governing the conduct of the meeting. Mr. Glover then reviewed agenda and the June meeting action items (handouts 1 and 2).

<b>Item No.</b>	<b>Action</b>
1-3	Completed
4	Open
5, 6,7	Completed
8	Ongoing

**Executive Committee Meeting**

Mr. Glover indicated that items discussed at the meeting included ARAC meeting locations and the FAA's order on advisory meetings. He mentioned that at its September 13 meeting, the Transport Aircraft and Engine (TAE) issues group voted on an action to write a letter to the FAA, emphasizing the importance of selecting its meeting location and the importance of holding Emergency Evacuation (EE) and TAE issues groups meeting back to back. Paul Hudson stated that the TAE motion was inappropriate because EXCOM has stated that issues group must ask for a different location and provide justification. He also requested that the location for the March meeting be changed to Washington, DC.

Other discussion items included the need to hold meetings at other than Federal buildings; the economic reasons for holding meetings in the Seattle area (most report presenters are located in that area); and the process of forming and selecting members for working groups. The availability of video conferencing at ARAC meetings, Federal sites with adequate meeting facilities, and the international implications regarding access to Federal buildings were also discussed.

**FAA Report**

Status of FAA Rulemaking Projects--Ms. Carpenter indicated that the rulemaking database had been distributed electronically to members before the meeting; any questions should be directed to her. She also presented a general summary and status report as of September 7. Four cabin safety reports are at the rulemaking project record stage. A number of comments were received for the Cabin Environment Terms of Reference; the FAA is addressing the comments and may prepare a disposition of comments or revised the TOR. Ms. Carpenter indicated that the FAA is in the process of tasking the TAE to address pressurization and temperature.

Other discussion items included evacuation issues relating to wider exit aisles, easier open hatches, Airbus supersonic aircraft, and applications for exemptions or special conditions.

**JAA Report**

Thaddee Sulocki indicated that five notice of proposed amendments (NPA's) were published August 1; they address structure, powerplant, flight, equipment, and cabin safety. Comments are due November 1. Other discussion items included availability of the JAA website and information on the website.

### **Cabin Safety Harmonization Working Group Report**

Andreas Hartmann provided an overview of the working group meetings, issues discussed at the first meetings, and the difficulty members had separating their roles from the issues group's role.

Section 25.810--Mr. Hartmann indicated that the CSHWG needed an extension for the report (handout 3). New assignments had been made to look at Safety Board (NTSB) recommendations and availability of members to meet. Inputs to the report were due September 12, but none had been received. Mr. Hartman presented a revised schedule that would have member inputs by September 29 and a report to the EE issues group by November 7 for presentation at the December meeting. Discussion items included having working group members resolve issues through e-mail; whether the task goes beyond category 1, enveloping; not resolving girt bar issues in the report; and whether the girt bar issues should be tasked as a category 3 item if the issue is pursued. Issue group members accepted the revised schedule

Section 25.813--Jayson Claar indicated the NTSB had recommended that the FAA research aisle widths and look at type 3 exits. Mr. Mac McLean will be distributing a report to working group members. The FAA's Civil Aeromedical Institute (CAMI) has been requested to modify its test protocols to include aisle widths of 13 to 20 inches; activity is underway. In addition, because of the magnitude of the project (12,000 subjects, different density, 96 runs, etc.), data may not be available to the CSHWG until Spring 2001, which will seriously impact the working group's original schedule. The CSHWG was asked to submit a revised work plan at the next EE issues group meeting. The work plans will be available at the December meeting, incorporating how CAMI testing will impact § 25.813. EE issue group members voted unanimously for the CSHWG to get involved with CAMI testing as much as possible, agreeing that the original deadline may need to be extended.

### **Performance Standards Working Group Report**

Tom Anderson requested that the working group be rechartered as the Cabin Safety Harmonization Technical Working Group (handout 4). The working group identified five issue areas that warrant consideration, including recent NTSB recommendations and items of interest to the JAA and industry.

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The ensuing discussion questioned if the five items were safety priorities, if the PSWG had completed its initial tasking, if the FAA wanted the task to go further, and whether a new working group needed to be tasked because harmonization tasks should be charged to the CSHWG. Following discussion on motions to address the issues and the necessity for both the FAA and JAA to review the issues, EE members voted unanimously to review the PSWG proposals and be ready to discuss at the December meeting. EE members agreed that once the terms of reference (TOR) are transmitted to the issues group, the PSWG's task should be considered closed, and at the December meeting, the FAA will proceed to formally disband the working group.

### **EE Issues Group Charter Update Final Review Charter**

A proposed charter was e-mailed to members (handout 5). Discussion items included status of the charter recommendation in the FAA. The FAA is discussing the proposal and process it needs to take. The FAA (Transport Airplanes Directorate and the Office of Rulemaking) plan to work with the EXCOM and report its progress at the December meeting.

## **Wrap Up**

No other issues were raised. The action items were reviewed. The meeting was adjourned at 12:05 p.m.

Billy Glover  
Assistant Chair

Approved with Revisions: December 7, 2000

## EEIG ACTION ITEMS

September 14, 2000

1. Draft/clarify working group procedures described in the ARAC "green book." (D. Baker, B. Courtney, C. Bolt, and B. Glover)
2. Update and Distribute list of members of current working groups under EEIG. Poll WG chairs to see if they need additional members to assure appropriate balance. EEIG to discuss at next meeting. (Glover)
3. Provide CAMI draft test protocol will be made available to CSHWG ASAP. (Klaar)
4. FAA will discuss formalization of Issue Group name change and expansion of scope and report at December 2000 IG meeting. Also comment on the "charter" proposal. (Baker et al)
5. Review 5 items from PSWG and be prepared to decide with respect to forwarding to FAA at December meeting. (all EEIG members)
6. FAA and JAA report status on previous PSWG recommendation on 25.1411 and 25.1415 at December 2000 IG meeting. (Baker and Sulocki)
7. FAA to look at Federal building videoconferencing availability and capability. (Upshaw)
8. Work with Craig Bolt on meeting locations and dates (Glover)