

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.149

National Policy

Effective Date:  
3/18/11

Cancellation Date:  
3/18/12

**SUBJ:** Accuracy of Emergency Exit and Escape Devices Training Provided to Flightcrew Members

---

**1. Purpose of This Notice.** This notice directs principal operations inspectors (POI) responsible for the oversight of Title 14 of the Code of Federal Regulations (14 CFR) part 121 air carrier training programs to ensure the accuracy of training being delivered to flightcrew members with respect to emergency exits and escape devices.

**2. Audience.** The primary audience for this notice is POIs responsible for the approval and surveillance of training programs. The secondary audience includes Flight Standards personnel in Flight Standards District Offices (FSDO), branches, and divisions in the regions and at headquarters (HQ).

**3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices](https://employees.faa.gov/tools_resources/orders_notices). Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators and the public can find this notice on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>.

#### **4. Background.**

**a. Accident.** On December 18, 2003, at about 1226 central standard time, FedEx Corporation Flight 647 (a Boeing MD-10-10F (MD-10),1 N364FE) crashed while landing at Memphis International Airport (MEM) in Memphis, Tennessee. The right main landing gear collapsed after touchdown on runway 36R and the airplane veered off the right side of the runway. After the gear collapsed, a fire developed on the right side of the airplane. Of the two flightcrew members and five non-revenue FedEx pilots onboard the airplane, the first officer and one non-revenue pilot received minor injuries during the evacuation. The Safety Board concluded that the non-revenue FedEx pilot who opened the L1 emergency exit mistakenly pulled both the manual inflation and slide/raft disengage handles because he was not sufficiently familiar with their location and operation, thus separating the slide/raft from the L1 doorsill. At the time of the accident, FedEx's emergency exit training program did not require crewmembers to simulate pulling a manual inflation handle during the training sessions.

**b. National Transportation Safety Board (NTSB) Recommendation A-05-016.** The recommendation instructs the FAA to verify that all part 121 operators' emergency door/slide

trainers are configured to accurately represent the actual airplane exit door/slide and that their flightcrew emergency exit door/slide training provides the intended hands-on emergency procedures training (as described in part 121, § 121.417) to include pulling the manual inflation handle.

**c. Guidance.** The FAA published guidance emphasizing the importance of the use of training devices that accurately represent emergency exit doors and slides. Specifically, Air Carrier Operations Bulletin (ACOB) 8-76-46, Crewmember Emergency Training; Use of Mockups, called for ensuring an accurate representation of the operation of door handles and the actions and forces required to operate each exit, and ensuring that the device is “equipped with a manual inflation handle, if applicable.” Similarly, Flight Standards Information Bulletin for Air Transportation (FSAT) 94-12 called for special attention to the adequacy of training in the location, function, and operation of emergency equipment. The information found in these two documents was incorporated into FAA Order 8900.1, Flight Standards Information Management System (FSIMS), Volume 3, Chapter 23, Section 4, paragraph 3-1797 and Volume 3, Chapter 23, Section 6, paragraph 3-1864.

**5. Action.** POIs should review and familiarize themselves with § 121.417 and the guidance contained in FAA Order 8900.1, Volume 3, Chapter 23, Section 4, paragraph 3-1797 and Volume 3, Chapter 23, Section 6, paragraph 3-1864. In addition, POIs will ensure that the part 121 air carriers they are responsible for have flightcrew member training programs that provide hands-on emergency procedures training and drills as discussed in Order 8900.1 and described in § 121.417.

**6. Program Tracking and Reporting Subsystem (PTRS).** Upon the completion of each of the required actions identified in paragraph 5, the POI will make the appropriate PTRS entry (1630 SURVL/OPER/SIMLTR/TRNG DEVICE) and enter “N8900149” in the National Use field.

**7. Disposition.** We will not incorporate the information in this notice in FSIMS. Direct questions regarding this notice to the Air Transportation Division (AFS-200), Air Carrier Operations Branch (AFS-220), DK Deaderick at 202-267-7480.

for 

John M. Allen  
Director, Flight Standards Service