

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

Meeting Minutes

DATE: June 29, 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.) Dorenda Baker, Assistant Executive Director, read the required statement, which briefly explained the rules governing the conduct of the meeting. Mr. Glover then reviewed the action item (handout 1).

FAA Report

- ◆ **Status of FAA Rulemaking Projects**--Ms. Carpenter indicated that the ANM rulemaking database projects had been updated and distributed to members electronically before the meeting. Cabin Safety reports submitted to the FAA in May are in the queue; no action has yet been taken by the FAA. Some 90 fast track reports are being processed. Of the 123 reports identified in the Better Plan, 110 have been completed and handed into the FAA.

Ms. Carpenter briefed attendees on the fast track process (handout 2). She also indicated that the process had been revised and that some steps (3.1 and 3.2) are occurring before being handed into the FAA. Discussion items addressed the amount of processing time under the fast track process compared processing before fast track, and the standard Federal Register comment period of 60 days for category 1 projects and 90 to 120 days for category 3 projects.

- ◆ **FAA/JAA Annual Meeting**--Ms. Baker distributed a summary document (handout 3) and highlighted the events at the FAA/JAA Conference. Discussion items included a revelation that 90% of the objective of the Better Plan had been met; the need for the FAA and JAA to do a better job of monitoring validation programs; and the FAA/JAA commitment to develop TOR's addressing 1) one globally accepted design code, and 2) a single worldwide certification standards and process. Members were instructed to contact Jim Jones (FAA) or Yves Morier (JAA) for the design TOR or Beth Erickson (FAA) or Koos van der Spek (JAA) for the one single certification standard TOR. Both TOR's are to be ready sometime in October. Other discussion items included the need to update ICAO and to request its assistance in developing the TOR's; proven outcome of industry and authorities working together; and the need for the authorities to keep working groups informed (e.g., at the HMT meeting). Bob Robeson indicated that AIA (www.aia-aerospace.org) and AECMA (www.aecma.org) would be posting information from the annual FAA/JAA conference on their websites.

- ◆ Ms. Carpenter also indicated that comments on the two TOR's addressing cabin environment (temperature-humidity exposure and pressurization (EEI) and cabin environment (TAE)) are due to her by July 30. A new working group will probably be established to address the EEI task; interested persons will be given an opportunity to apply for membership to the working group when the task is formally announced in the *Federal Register*

Executive Committee

Ms. Courtney indicated that no new issues were raised at the May 10 EXCOM Meeting. Two issues were revisited—policy of proxy voting and location of ARAC meetings. ACAP and AFA members raised issue about the difficulties in attending ARAC meetings and the need to use proxy vote when organizations are unable to attend meetings. As a result of the discussion, Tony Fazio, ARAC Chair, is to develop guidance language by the August 9 EXCOM meeting at the FAA headquarters building. The ACAP member raised the issue of ARAC meeting locations, and in fact approached the FAA Administrator. In doing research, FAA found that FACA procedures required that committee meetings, in fact, should be held in Washington, D.C in a Federal building to limit costs. A DOT Order related to FACA meeting states that, if it is more convenient to hold meetings outside DC, an agency should submit a formal request to the DOT office responsible for adherence to FACA procedures.

Paul Hudson advised that consumers' interests are no longer balanced-- ACAP is the only public interest group member participating in ARAC (others are affected by a lack of available travel funds). He also indicated that he had encountered trouble with Boeing's security system while attempting to join the meeting by telephone. Another member indicated that she had been unable to join the May 30 ad hoc meeting and had encountered similar problems with the FAA telephone conference.

Cabin Safety Harmonization Working Group (CSHWG) Status Report

Jason Claar distributed a status report (handout 4) and provided a briefing on the working group activity for the two remaining open task;

Section	Discussion/Action
25.810	<p>--Overwing exit and assist means, timing and other things were removed inadvertently during amdt 25-72 and 25-88. With respect to additional items beyond current 25.810 task, the FAA would interpret what was intended in the amendment and present that to the working group for consideration. The objective would be to codify existing practice.</p> <p>--The first motion is for the group to complete the task of 25.810 and consider the intent of 90-4 and preamble of 25-88 and submit the report within 2 weeks of the ARAC for a vote during its September meeting; the motion was passed.</p> <p>--The second motion is to have the FAA present the regulatory language for 25.810 (emergency</p>

	egress escape means and egress routes) – current industry practice -- to the working group for comment and review. If the working group agrees and is able it should include these considerations in its report to EEI at its September meeting. The motion was moved and seconded.
25.813	<p>--The chair indicated that the group is unable to reach consensus. Specific issues exist with three seats and single access path, two seats and single access path and outboard seat removed. Also with type certificated passenger capacity of 60 versus a passenger seating configuration of 60.</p> <p>--The report will document each member's position and present it to EEI.</p> <p>--The group is requesting additional time (to November 2000) to document positions.</p> <p>--FAA proposed that the group consider self-help disposable hatches. An attendee was concerned about adding this issue because of implications a decision might have on other sections of the regulations. Ms. Carpenter stated that the concern is to keep the task within the scope of the task. The group was not tasked to get into the area of design of exits, but rather access.</p> <p>--Ms. Baker suggested the group might want to consider whether hatch disposal should be considered within the scope of the task on aisle width. The majority of EEI members thought it would be in a position to make a decision.</p> <p>--EEI agreed that the issue of hatch disposal is within the scope of the task and requested that the working group submit a report in advance of the EEI December 2000 meeting.</p>

Performance Standards Working Group Report

Tom Anderson presented a proposal to develop blended requirements for slide rafts and life rafts; ditching equipment requirements for low wing aircraft, and non-portable rafts and emergency locator transmitters. Thaddee Sulocki reminded everyone that this is not a harmonization activity. He indicated that the JAA currently has an outstanding proposal similar to existing Federal aviation regulations, and proposed to forward the draft to the JAA Study Group for comment. The FAA and JAA recommended that the draft (25.1411) be forwarded to both the FAA and JAA. FAA and JAA would review and report back to the December 2000 meeting with proposal for disposition of the document. It was moved and seconded to proceed as stated.

The PSWG presented a charter (handout 5) for the continuation of the working group. The EEI members asked why we would want to establish a standing working group that would not have specific task(s). Ms. Baker advised that the working group is staff to EEI, and that the FAA tasks ARAC, rather than ARAC or working groups deciding what areas it will work. The PSWG was

asked to provide a list of items that they believe need further work, including what should be worked and why. Differing opinions should be noted. The EEI will publish in its next meeting notice the recommendation of the PSWG.

Emergency Evacuation Charter

The draft charter (handout 6) was revised based on comments from the members. It was moved and seconded that the draft be forwarded to the FAA for consideration.

Ms. Baker, Craig Bolt, Mr. Glover, and Ms. Courtney are to draft or redraft procedures in the following areas:

- ◆ Minimum number of working group participants to hold a meeting.
- ◆ Scheduling of meetings and setting meeting dates.
- ◆ Adding working group members (retirees, new members after groups are established)
- ◆ Voting Members (exclusion of members and non members)

Mr. Sulocki reiterated that he thought the EXCOM had agreed that voting should not take place in the working groups. Mr. Glover indicated a need to clarify that members are those who are actually named members and that nonmembers would be those “who we seek advice from that are not necessarily members.” Mr. Sulocki advised that guidance is already provided in the green book on membership of working group and we should refer to those procedures.

The group will report on the action item at the next meeting.

The meeting was adjourned at 3 p.m.

/s/

Billy Glover
Assistant Chair

Approved with Revisions: September 14, 2000

Accepted: September 14, 2000