

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

**Meeting Minutes**

**DATE:** March 30, 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. Dorenda Baker, Assistant Executive Director, read the ethics statement that provides instructions for governing the conduct of the meeting. Mr. Glover asked attendees to introduce themselves (attendance sheet at attachment 1). The December meeting minutes were reviewed and accepted unanimously with editorial comments

The December action items were reviewed. Three items remained outstanding:

<b>Item No.</b>	<b>Discussion/Action</b>
3	Status of slide illumination to be reviewed periodically
4	Proposed update to PSWG charter not finished; team plans to present at next meeting
5	Proposed update to EEIG charter not quite finished; draft proposal to be discussed

Mr. Glover reported that, at the February Executive Committee (EXCOM) meeting, the issue of proxy votes was discussed. Draft guidance on the voting process strongly encourages participation in person, by telephone, or by video conferencing. Mr. Glover said that the EXCOM does not endorse any other use of proxy vote. The item will be discussed again at the May EXCOM meeting.

Related discussion items included use of the terms “discouraged” vs. “prohibited”; whether “guidance” is “binding”; the effect of proxy voting when dealing with substantive issues; resource constraints that may affect some organizations’ participation in ARAC meetings; and the use of audio/video hookup to participate at issues group meetings. Mr. Glover indicated that he’d like to work out some arrangement that gives members unable to attend meetings a fair opportunity to participate without having to rush or table items. The next EXCOM meeting will be held May 10; the draft voting process will be presented at that time.

**FAA Report**

Ms. Baker and Kris Carpenter provided updates:

**Status of FAA Rulemaking Projects**—Ms. Carpenter indicated that she can arrange to electronically transmit the database that is used to update the Transport Airplane and Engine (TAE)

rulemaking issues. Documents relating to the Emergency Evacuation (EE) issues group can be flagged. Ms. Baker indicated that the database gives participants a perspective of the whole rule-making process.

**EEI Projects**—Ms. Carpenter provided the following updates on projects relating to emergency evacuation issues:

<b>Project</b>	<b>Status</b>
Emergency Evacuation AC	Published for comments; on hold pending action on policy notice
Emergency Lighting Sliding Illumination	See discussion in Action Item 3
Emergency Evacuation Final Rule (§ 25.803)	Awaiting economic review
TSO C-69C	Released last summer, effective August 1999

The relationship of the AC and final rule on emergency evacuation was discussed; participants were told that the two items were written separately.

**General Fast Track Update**--Ms. Carpenter provided an overview of the 44 category 1 items that were in various stages of the preparatory rulemaking process. She discussed drafting rule-making project record (rpr's) and rulemaking document from the reports turned in by the working groups under the TAE issues group. Craig Bolt reported 17 reports had been accepted at the March 28-29 TAE issues group meeting, and that about 60 reports were already in house at the FAA. Ed Kupcis indicated that as of February 8, 57 percent of the "Better Plan" items were in the FAA and that the number had grown upward to 75 to 80 percent as a result of the last TAE meeting. Ms. Carpenter indicated that she would provide more on the in-house process after the EE issues groups started delivering documents.

**Joint Aviation Authorities (JAA) Report**

Thaddee Sulocki indicated that, under the "Better Plan," the JAA intends to adopt some U.S. regulation projects. The working group chairmen were tasked to review and draft notices of proposed amendments (NPA's) that had initially been scheduled for completion by March. The March date had slipped to mid April. Mr. Sulocki said that there were five NPA's, including one that addressed cabin safety, which the Regulation Review Panel had agreed to review within a 6-week period. He said that given no adverse comments, the JAA expects to publish the NPA's in June, with a 3-month comment period.

Mr. Sulocki indicated that the comment period to adopt JAR Amendment 88, which addresses § 25.810 and other sections, closed November/December 1999. The JAA had expected to adopt the amendment without any problems, but due to some significant comments, the JAA is looking at its options: (1) to task the disposition of comments jointly with a joint decision; or (2) task the Cabin Safety group with comment disposition, which will probably result in a difference in regulations. Mr. Sulocki indicated that his preference is option (1). He also indicated his concerns about access to type 3 exits and egress rates.

Chris Wikowski indicated that the Cabin Safety Harmonization Working Group (CSHWG) would be willing to take on this action. Mr. Kupcis questioned if that action would affect the

working group's ability to complete fast-track cabin safety tasks. A decision was deferred following discussion on the cabin safety tasks. Mr. Sulocki agreed to forward the comments to the EE issues group.

### **Harmonization Management Team (HMT) Report**

Ms. Baker reported that the HMT meeting was held March 8-9. She indicated that the JAA and FAA had agreed to coordinate on controversial issues. Also, there are a number of cabin safety issues on the horizon, including some addressing (1) in-flight entertainment systems, (2) child seat restraints, (3) pictograms (developing consistent signs, e.g., exit signs), and (4) converter seats (going from business to coach). She said that the cabin interior issues would be addressing manufacturing, certification, and wiring issues that evolved from the MD-11 aircraft accident, and not cabin safety issues.

Referring to three of the issues identified by Ms. Baker, Mr. Sulocki said that the JAA and FAA have exchanged points of contact to address the child seat restraints. The JAA has no rule for pictograms, but the JAA has drafted an ACJ regarding pictograms in an attempt to get consistency within the 32 JAA member states. He said that the JAA has to look at risks that may be raised with the change of cabin configuration involved in the converter seat issue, and that there are manufacturers who oppose the conversion. Finally, Mr. Sulocki said that both the JAA and FAA have to look at a means of compliance that addresses seat conversion and is acceptable to all.

Ms. Baker indicated the HMT also looked at harmonization efforts in parts 23, 27, 29, and 33. Mr. Sulocki advised the group that the JAA has developed a draft operating procedures manual, similar to the FAA ARAC procedures manual (green book). He characterized the procedures manual as a living document that only addresses harmonization activities; charts to explain the process will be included in the manual. Mr. Sulocki highlighted the contents of the manual and said that the draft would be sent for comments to the EE and TAE issues groups and anyone else interested in the document.

Ms. Carpenter advised participants that terms of reference (TOR) addressing high altitude operations had been separated into three documents. Two TOR's address structural aspects and systems issues and will be sent to the TAE issues group. The third TOR addresses cabin air quality and will be sent to the EE issues group. Mr. Glover requested that the TOR's addressing structural aspects and systems be coordinated with the EE issues group, and Mr. Kupcis requested that the air quality TOR be coordinated with the TAE issues group.

### **Performance Standards Working Group (PSWG) Report**

Diane Sandwick summarized the working group's activities at its last meeting held January 25-26. She reported that topics of discussion at the meeting had included an upcoming Cabin Safety Research Conference, FAA action on child safety seats requirements, disposition of comments to TSO 52-76, and the approval by the International Convention for the Safety of Life at Sea (SOLAS) for use of strobe lights. Ms. Sandwick stated that the US Coast Guard is still showing reluctance about the use of strobe lights.

Ms. Sandwick distributed a draft proposed rule addressing life raft and slide/raft types of flotation equipment (handout 1). She indicated that the working group is continuing to comment on

the draft and that members expected to forward the document to the EE issues group at the next meeting.

Ms. Sandwick stated that the working group is scheduled to meet in April, July, and October. Revision of the PSWG charter is being discussed; members believe that the current charter is still viable and are drafting a white paper to clarify the group’s limits/restrictions and precautions to prevent spreading itself too thin. The working group looked at the 1993 FAA Regulatory Review and identified three areas that it believes could be tasked to the PSWG. The areas address exit signs (the Maritime industry is looking at rulemaking activity), strobe lights (aerospace standard have been developed for strobe lights which lasts for 16 hours), and public address systems (the 10-second operational requirement of public address systems).

Tom Anderson briefed participants on the draft proposal. Discussion items included the benefits of having life rafts located at aircraft doors, portability of rafts, capacity of portable and nonportable rafts, and JAA’s stand on slide rafts. Other discussion items included having the CSHWG review the proposed rule; the successful use of rafts in accidents in the last 30 years; and the terms “ditching” and “evacuation on water.” Paul Hudson questioned the successful use of rafts in airplane accidents in the last 30 years, the public deception about the use of rafts, and the need for resources to address strengthening fuselages to insure more successful ditching.

After debating how to proceed with getting the action officially tasked as a harmonization effort, members agreed that the PSWG should develop and submit a TOR to address slide/raft portability (§§ 25.1411, 25.1415, and 25.1561) using the draft NPRM as a preparation aid. The task would be classified as a category 3, harmonization action. The working group was also requested to provide to the EE issues group a list of regulations that it considers warrants rewrite in terms of performance standards.

**Cabin Safety HWG Report**

Mr. Tim Holey provided an overview of the technical reports that were distributed electronically shortly before the meeting. Copies were provided to members who did not receive the electronic transmission. Discussion items included

Section	Action/Discussion
25.787	--Working group did not update use of terms, such as life raft and raft; plan to do so in editorial review --change item 13 to include follow on action to JAR/FAR advisory material --inclusion of pilots in iii of item 6
25.791	--Clarify that signs can be activated from pilot or copilot seat --clarify population sample identified in item 13 (5 percentile female/ 95 percentile male occupancy)
25.810	--Working group instructed to develop a separate report to address means of compliance regarding visual check of the girt bar
25.811	--clarification relating to retrofit
25.819	--Confusion about what constitutes the lower deck --JAA to issue ACJ material that uses definition of lower deck service compartment from part 25

Mr. Holey indicated that the CSHWG plans to meet April 4 to begin work on the task addressing § 25.813 as a category 3 item. EE members discussed the possibility of holding a meeting to vote on the CSHWG reports before the scheduled June meeting. The members then agreed to hold the meeting near the end of April.

### **Proposal to Re-Charter EEIG**

Chris Wikowski led the discussion for rechartering and renaming the EE issues group's name. He reported that the charter group members were looking to broaden the group's name to include cabins safety considerations and were proposing the EE issues group be renamed Cabin Safety Issues Group or Occupant Safety Issues Group. Comments were made to the draft handout material, and members agreed to discuss the issue at a future meeting. Mr. Glover asked the PSWG to further define its role in the form of TOR's that should be considered for harmonization.

### **Other Business**

**Meeting Venue**--Mr. Hudson challenged the change of venue to three ARAC meetings in the Seattle area, rather than holding at least two meetings in the Washington DC area. Mr. Kupcis indicated that the change of meeting venue had occurred because many Boeing employees as well as foreign aviation industry and JAA representatives participate in both the TAE and EE issues group meetings. Mr. Kupcis indicated that it was a strong financial incentive to have the meeting located concurrently at the same location.

Both Mr. Hudson and Nancy Garcia commented on the impact of the ARAC meeting location on their organization's resources. Mr. Hudson stated that members of public citizens groups have to use personal funds to attend ARAC meetings. He also stated that the FAA, under the Federal Advisory Committee Act, was obligated to provide travel and per diem costs to public citizen interest groups, but that the FAA had changed its policy and was no longer providing such funding. If the FAA does not shift its position, Mr. Hudson said that the Aviation Consumer Action Project would no longer be able to participate in ARAC.

Brenda Courtney indicated that the FAA's ability to provide such funding had been severely restricted by budget cuts. She indicated that the FAA and EXCOM were looking at options, such as teleconferencing and video conferencing, that would allow participation without having to physically be at a meeting site.

**Future Meetings**—Mr. Glover reviewed the meeting schedule for 2000, and indicated that the June 29 and September 14 EE issues group meeting would be held in Renton, and that the December 7 meeting would be held in Washington, DC

Mr. Glover then proposed the following meeting schedule for EE issues group meetings to be held in the year 2001. He indicated that the proposed schedule had the EE issues group meeting following the TAE issues group meeting.

<b>Date</b>	<b>Location</b>
March 29	Renton, WA
June 28	Renton, WA
September 13	Renton, WA
December 6	Washington, DC

**Wrapup**

Mr. Glover reviewed the action items (handout 3) and adjourned the meeting

s/s  
Billy Glover  
Assistant Chair

**Approved:** June 29, 2000

## **ACTION ITEMS**

March 30, 2000

1. Forward FAA Rulemaking Projects database updates to Glover. (Carpenter)
2. Brief EEIG on Fast Track Process details, what happens after issues group recommends Fast Track Report. (Carpenter)
3. Forward comments received relevant to NPA on Amendment 88 to CSHWG for consideration while working §§ 25.810 and 25.813 task (Sulocki). CSHWG members to consider how this affects their plan and provide update to EEIG. (Holey/Hartman)
4. Forward draft JAA Operating Procedures document to Glover to distribution to EEIG. (Sulocki)
5. Provide High Altitude TORs to EEIG, including draft TOR proposed to be addressed by EEIG. (Carpenter)
6. Provide list of regulations to EEIG that PSWG is considering might require rewrite in terms of performance standards. (Sandwick/Anderson)
7. PSWG to submit proposed TOR on new rulemaking to address slide/raft portability (§§ 25.1411, 25.1415, and 25.1561). (Anderson).
8. CSHWG to develop a second report on § 25.810 to further address enveloping the means of compliance (girt bar visual verification). (Holey/Hartman)
9. Express concern raised about non-reimbursement of travel for issues group meetings. (Courtney)