Aircraft Survivability

FAA Fact Sheet:

increased the likelihood of passengers surviving an aviation accident.

1.

FAA cabin research is conducted at the William J. Hughes Technical Center in Atlantic City, N.J. and the Mike Monroney Aeronautical Center in Oklahoma City.

2.

evacuation paths and identifying system aids passengers by marking the cabin. The floor proximity marking improved the evacuation rate by 20 percent.

3.

U.S. fleet meet the improved conditions. All existing seats in the fleet were required to comply with the improved cushions.

4.

The existing fleet was required to meet the new standard or two other criteria. The flame test standard for large surface area materials had to meet a new flame retardancy requirement.

5.

In 2003, the FAA issued a new test standard requiring that all new aircraft have smoke detectors in all aircraft lavatories. Air carriers were required to install automatic fire extinguishers in the waste paper bin in all aircraft lavatories. Air carriers were also required to install smoke detectors in all aircraft lavatories. The latter date was later extended to September 2, 2005.

6.

CARGO COMPARTMENT LINERS:

In 1998, the FAA required that the insulation of the cargo compartments be changed to improve the performance of the insulation. The FAA developed a new test standard for the cargo compartments. The new standard was based on the fire resistance of the insulation and the overall performance of the cargo compartment.

7.

In 2006, the FAA issued a new test standard requiring that all new aircraft have smoke detectors in all aircraft lavatories. Air carriers were required to install automatic fire extinguishers in the waste paper bin in all aircraft lavatories. The latter date was later extended to September 2, 2005.

8.

LAVATORY FIRE EXTINGUISHERS:

In 1986, portable Halon fire extinguishers were added to all commercial aircraft. Following a 12-month compliance time, the FAA required 12 extinguishers per aircraft, in addition to the required number of extinguishers.

9.

CARGO COMPARTMENT FIRE DETECTION/SUPPRESSION:

In 1998, the FAA required that all large passenger aircraft have fire detection and suppression systems. The FAA developed a new test standard for the cargo compartments.

10.

THermal/Acoustic INSULATION:

In 2000, the FAA issued a new test standard for the insulation of the cargo compartments. The new standard was based on the fire resistance of the insulation and the overall performance of the cargo compartment.

11.

For more information, visit

www.faa.gov

Federal Aviation Administration

For additional information, visit

www.faa.gov