

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Parts 25 and 121**

[Docket No. 28272; Notice No. 95-9]

RIN 2120-AF21

**Revision of Emergency Evacuation Demonstration Procedures To Improve Participant Safety****AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to revise the emergency evacuation demonstration procedures requirements for transport category airplanes to allow certain alternative procedures in conducting full-scale emergency evacuation demonstrations. These proposals are in response to recommendations from the Performance Standards Working Group (PSWG) of the Aviation Rulemaking Advisory Committee (ARAC). Additionally, the operational requirements for domestic, flag, and supplemental air carriers and commercial operators of large airplanes would be revised to require each operator to conduct a partial demonstration of emergency evacuation procedures upon initial introduction of a type of model of airplane into passenger-carrying operation. The proposed changes are intended to make full-scale emergency evacuation demonstrations safer for participants, to codify existing practices, and to ensure that each operator demonstrates the effectiveness of crewmember training by conducting at least a partial evacuation demonstration. These proposed changes would affect manufacturers and operators of transport category airplanes.

**DATES:** Comments must be received on or before October 16, 1995.

**ADDRESSES:** Comments on this notice may be mailed in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-200), Docket No. 28272, 800 Independence Avenue SW., Washington, DC 20591; or delivered in triplicate to: Room 915G, 800 Independence Avenue SW., Washington, DC 20591. Comments delivered must be marked Docket No. 28272. Comments may be examined in Room 915G weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m. In addition, the FAA is maintaining an information docket of comments in the Transport Airplane Directorate (ANM-100), Federal

Aviation Administration, 1601 Lind Avenue SW., Renton, WA 98055-4056. Comments in the information docket may be examined weekdays, except Federal holidays, between 7:30 a.m. and 4:00 p.m.

**FOR FURTHER INFORMATION CONTACT:** Franklin Tiangsing, Regulations Branch, ANM-114, Transport Airplane Directorate, Aircraft Certification Service, FAA, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (206) 227-2121.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested persons are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments relating to any environmental, energy, or economic impact that might result from adopting the proposals contained in this notice are invited. Substantive comments should be accompanied by cost estimates. Commenters should identify the regulatory docket or notice number and submit comments in triplicate to the Rules Docket address above. All comments received on or before the closing date for comments will be considered by the Administrator before taking action on this proposed rulemaking. The proposals contained in this notice may be changed in light of comments received. All comments received will be available in the Rules Docket, both before and after the comment period closing date, for examination by interested persons. A report summarizing each substantive public contact with FAA personnel concerning this rulemaking will be filed in the docket. Persons wishing the FAA to acknowledge receipt of their comments must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 28272." The postcard will be date stamped and returned to the commenter.

**Availability of the NPRM**

Any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration (FAA), Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue SW., Washington, DC 20591; or by calling (202) 267-3484. The notice number of this notice of proposed rulemaking (NPRM) must be identified in all communications. Persons interested in being placed on a mailing list for future rulemaking documents should also

request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

**Background**

Part 25 of Title 14 of the Code of Federal Regulations (CFR) contains the airworthiness standards for transport category airplanes. Manufacturers of transport category airplanes must show that each airplane they produce complies with the relevant standards of part 25. These standards apply to airplanes manufactured within the U.S. and to airplanes manufactured in other countries and imported under a bilateral airworthiness agreement. One of the standards that must be met is that of demonstrating that passengers and crewmembers can be evacuated in a timely manner in an emergency. This standard is addressed by the requirements contained in § 25.803 and Appendix J to part 25. This standard is intended to demonstrate emergency evacuation capability under a consistent set of prescribed conditions but is not intended to demonstrate that all passengers can be evacuated under all conceivable emergency conditions.

Part 121 contains the requirements governing the operations of domestic, flag, and supplemental air carriers, and commercial operators of large airplanes. One of the requirements is that the certificate holder must demonstrate the effectiveness of the crewmember training and operating procedures in opening floor level and non floor level exits and deploying the evacuation slides, if installed, in a timely manner.

**History of the Emergency Evacuation Regulations**

Amendment 121-2, effective March 3, 1965, first introduced the requirements for an emergency evacuation demonstration to the FAA regulations. Entities operating under part 121 of Title 14 of the CFR were required to conduct full-scale emergency evacuation demonstrations using 50 percent of the airplane's exits. Half of the exits were rendered inoperative to simulate the type of emergency where fire, structural, or other adverse condition would prevent those exits from being used. A time limit of 120 seconds was given. The demonstration was required upon initial introduction of a type and model of airplane into passenger carrying operations, an increase of 5 percent or greater in passenger seating capacity, or a major change to the interior arrangement that would affect emergency evacuation. The purposes of the demonstration were to demonstrate the ability of crewmembers