

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****RTCA Special Committee 191;
Collaborative Decisionmaking and
Near-Term Procedures**

Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for the Special Committee 191 meeting to be held April 2, 1998, starting at 10:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Briefing on Prototype Operations; (3) Performance Analysis: a. Methods for Estimating; b. Plans for Studying/ Reporting Results; (4) Prototype Operations: a. Lessons Learned; b. Potential Solutions; c. Terminology/ Advisories; d. Compression; e. Simplified Sub Rules; f. Next Steps; (5) Collaborative Routing Briefing; (6) NAS Status Briefing; (7) Review of Action Items; (8) Adjourn.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 11, 1998.

Terry R. Hannah,

Designated Official.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****[Policy Statement No. ANM-98-2]****Passenger Capacity Increases and
Compliance With Type Certification
Requirements for Transport Airplane
Emergency Evacuation**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of policy statement and request for comments.

SUMMARY: This notice announces the FAA's policy with respect to passenger

capacity increases and compliance with the type certification requirements for transport airplane emergency evacuation. This notice advises the public of FAA policy and gives all interested persons an opportunity to present their views on the policy statement.

DATES: Comments must be received on or before April 16, 1998.

ADDRESSES: Send all comments on this policy statement to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Jeff Gardlin, FAA Propulsion/ Mechanical/Cabin Safety Branch, ANM-112, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2136.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to comment on this policy statement by submitting such written data, views, or arguments as they may desire. Commenters should identify the Policy Statement Number of this notice and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff.

Discussion

The requirement for full-scale evacuation demonstrations was introduced into the Federal Aviation Regulations (FAR) in 1965 by a change to the operating rules. The rule change followed both a Notice of Proposed Rulemaking and a public hearing. The primary basis for this change was the identification of deficiencies in "equipment, procedures, and training" discovered during evacuation testing.

The rule applied to all passenger carrying airplanes with more than 44 passengers, and any subsequent increase in passenger capacity of those airplanes of more than five percent. In addition, a new demonstration was required for a "major change" in the cabin interior that would affect passenger evacuation. The time limit for the evacuation demonstration was two minutes, using one half of the available exits.

In 1967, the requirement for a full-scale evacuation demonstration was added to the type certification requirements of 14 CFR part 25. This demonstration, conducted by the airframe manufacturer, was done to help ensure comparable evacuation capability of each new model, and with the knowledge that much larger

transport (widebody) airplanes were under development. At that time, the existing design requirements were not considered adequate to minimize variation in evacuation capability. The introduction of the full-scale evacuation demonstration requirement in part 25 was coupled with a change to the operating rules so that both demonstrations were required to be completed within 90 seconds. The proposal leading to this rule is clear that the reduction in the total time was implemented to take advantage of advances in emergency equipment, specifically escape slides. The manufacturer's demonstration did not have to be repeated for changes in interior arrangement, or increases in passenger capacity of five percent or less, provided that these changes could be substantiated analytically.

In 1978, after numerous evacuation demonstrations had been conducted, the type design requirements were amended again. This amendment allowed the use of analysis and tests to substantiate the evacuation performance of an airplane, and removed the previous explicit five percent limit on passenger increase. The primary prerequisite for this methodology was that there be sufficient test data to support an analysis.

In July 1986, the FAA Administrator established policy limiting the use of analysis to passenger capacity increases of five percent or less, due to the absence of any agreed industry standard on when an analysis was appropriate. This policy was applied while analytical methodologies were refined, such that the FAA could have confidence in approval of larger passenger capacity increases by a combination of analysis and test. The development of improved methodologies was undertaken.

In 1989, the FAA issued Advisory Circular (AC) 25.803-1, Emergency Evacuation Demonstrations, to provide specific demonstration test criteria, and discuss the use of analysis. The AC stated that a full-scale demonstration should be conducted for passenger capacity increases of greater than 5% because of the continued absence of an industry standard on when analysis could be used. However, the AC also acknowledged that it described one means, but not the only means, of complying with the relevant regulation, and therefore did not foreclose applicants from proposing to substantiate compliance by analysis, even for larger capacity increases. In actual practice, there have been approvals for increases in passenger capacity of greater than five percent under specific circumstances (i.e., the