

**Cabin Safety Research Technical Group
June 18-19 1998 CRSTG Meeting Summary**

Main Agenda Items:

1. Action review from previous meeting (March 23-24)
2. Arrangements for the November 98 International Fire and Cabin Safety Research Conference
3. Briefing on new projects
4. Co-ordination of ongoing projects

1. Action review

Actions completed - covered in meeting summary

2. International Fire and Cabin Safety Conference November 16-20 1998

An updated brochure for the Conference was circulated and approved for distribution. The Conference announcement in the Federal Register was expected to be published shortly. A draft timetable was reviewed and it was noted that CSRTG secretariat would be sending out information for authors. The FAA/JAA/ICAO/Eurocontrol conference on Very Large Transport Aircraft would be taking place 13-16 October 1998 and there was a need to make sure that any conclusions were available to attendees at the CSRTG Conference. DGAC France offered to produce information sheets to a common format on all the national cabin safety research projects to be available for distribution at the CSRTG Conference.

3. Briefing on new projects

The TCCA situation had not changed regarding new projects. DGAC France were considering placing a call for proposals relating to improved crew communication and awareness of threats. This would include an assessment of the information that needs to be conveyed and the technology options available. Tech Center advised that they planned to undertake a 737 part cabin drop test in 1999 and offered the opportunity for other authorities to investigate overhead bin behaviour. A Shorts 330 would also be dropped to validate empirically derived parameters.

4. Briefing on ongoing projects

A full update on research activities was not possible due to time constraints during the meeting.

Systematic study to prioritise cabin safety research was underway with R G W Cherry and Associates under CAA funding on behalf of CSRTG. The first stage was a questionnaire that would be circulated to cabin safety specialists.

European Burnthrough Consortium

An important co-ordination task is to ensure that the work in Europe and in the US proceeds efficiently. CAA is funding (together with other partners) the European Burnthrough Consortium and questions were raised as to how the outcome of the work might be handled by JAA. Although CAA had asked for JAA HQ advice it was agreed that the JAA Project Advisory Group on Occupant Survivability would produce a more detailed statement after consultation. CAA agreed to review the work when the PAG statement was available and noted that the International Aircraft Materials Fire Test Methods Working Group was a

useful forum for detailed co-ordination. An FAA funded report was presented reviewing the benefit of improved insulation materials for delaying external pool fires from entering the cabin. The report will be published by FAA and will also be identified as a CAA Paper. FAA noted that a relatively small flammability test on the insulation material might double as an acceptable burnthrough test and that a practical view of the potential for improved regulatory action should be applied.

The Cranfield University Evacuation Metrics interim report was presented. A visit had been made to CAMI. Limited video material from the two sites was directly comparable however, work was underway to develop key behaviours to benchmark evacuation testing.

Evacuation Modelling - NIST had reported to FAA on their views of the airEXODUS program developed at Greenwich University. A small FAA group was considering parameters that might be significant for any future potential use of models.

FAATC

1. Handheld Extinguishers Toxicity defining airflow and looking at new agents
2. Programs supporting Cargo compartment 'D' to 'C' conversion - reduction of false alarms in conjunction with NASA and NIST
3. Halon 1301 Simulant Work for certification
4. Cargo Watermist - Development of aerosol can simulator test for cargo compartment watermist test.
5. Oxygen Canister Cargo Compartment Tests - Protective overpacks
6. Thermal Acoustic Insulation Test Method Development in co-ordination with burnthrough work at FAATC
7. Transducer (OSU calorimeter) - systems have been sent to a number of European labs for calibration
8. Head Impact Criteria (HIC) - modelling was underway
9. Helicopter ditching - Navy study underway (the CAA study was noted)
10. Occupant injury studies - a new dummy was being investigated and work may take place with sideways seats

It was noted that a specification for child safety seats would be issued by FAA and a statement was circulated summarising the TCCA program.

Date of next meeting

An informal meeting will take place at the conclusion of the CSRTG Conference in November 1998.

