Flammability Policy Statement

CSWG Recommendation to Restart Task Group

Materials Fire Test Working Group

Atlantic City, NJ

October 19-20, 2015

Flammability Policy Statement

Recommendation from Cabin Safety Working Group:

➢ At October 2015 FTWG, kick-off focus task group (TG) to develop updates/revisions to Policy Statement (PS) "Flammability Testing of Interior Materials."

➢ Expected outcome of TG:

- Industry recommendations to FAA on updates to PS to further enhance standardization/harmonization across aerospace industry for showing/finding compliance to Flammability regulations.
- Recommendations to be presented at October 2016 FTWG meetings.

Rationale – Modifications needed to Policy Statement for industry standardization:

➢ Clarifications needed on some areas of the Policy Statement:

- No formal revision of Policy Statement following December 2013 presentation "FAA Policy Statement – Flammability Testing of Interior Materials – What's New" (S. Campbell/M. Jensen)
- Examples of additional items needing clarification/simplification: color similarity allowances, textiles/curtains, definition of "same", thermoplastic thickness/color, …

➢ Current Flammability ARAC activity will drive additional modifications to PS:

- June 2015 ARAC Mtg: Matt Anglin (Boeing) presented a list of preliminary PS MoCs which will need modification/clarification following release of ARAC report (September 2015)

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Specific Issue Example – Need clarification on definition of "same":

➢ Policy Statement lacks clear guidance on applying the definition of "same."

➢ Depending on interpretations of how to apply the definition of "same," it is unclear whether continued use of materials defined by industry standards is acceptable within the context of the Policy Statement.

➢ To date, there is no evidence consistently applied the same approach related to use of standards (company and industry) in type design or changed practices.

Questions for Task Group to consider:

➢ What is the current practice across industry on the use of standards?
- Are there categories (types of materials, sizes of parts, applications….) that commonly use industry material standards?

➢ What is the current industry practice in regards to defining type design and flammability certification of parts using industry specifications?
- How are industry standards called out on engineering drawings?
- Is flammability certification testing defined differently for parts made with industry specifications?

➢ Does the Policy Statement definition of "same" suggest any changes in long-standing aerospace industry business practices?
- What clarification and standard guidance from the FAA necessary?