



U.S. Department
of Transportation
**Federal Aviation
Administration**

Technical Center

Atlantic City Int'l Airport
New Jersey 08405

October 1, 1992

Dear Group Participant:

Enclosed is a copy of the proceedings of the September 15-16, 1992, International Aircraft Materials Fire Test Working Group meeting held at British Aerospace in Woodford, United Kingdom.

Please review and take note of all action items. Receipt of your input by October 15, 1992, is crucial as we plan to forward a draft of the updated Handbook to everyone by December 1, 1992.

Our next working group meeting will be held at the Federal Aviation Administration (FAA) Technical Center on Monday, February 8, 1993. At that time we will review the draft of the Handbook we plan to submit to FAA Northwest Mountain Region.

All working group participants will be mailed a Registration Book for the International Conference for the Promotion of Advanced Fire Resistant Aircraft Interior Materials. This conference will be held at the Taj Mahal Casino-Resort in Atlantic City, New Jersey, February 9-11, 1993.

I hope to see everyone in February!

Sincerely,

Richard Hill
Fire Safety Branch, ACD-240

Enclosures

ACTION ITEMS

ALL INFORMATION FROM WORKING GROUP MEMBERS IS DUE BY OCTOBER 15, 1992. THE INFORMATION WILL BE REVIEWED AND INCORPORATED INTO HANDBOOK DRAFT TO BE MAILED TO MEMBERS BY DECEMBER 1, 1992.

OSU

- 1) Group to submit explanation to be included in appendix to explain interpretation of 5.3.8.2 first paragraph, first sentence. J. Peterson (Boeing) will send something.
- 2) 5.4.4 Group to submit input on specimen orientation.
- 3) Labs to run tests on various materials with and without tray to see if the results are affected. Labs to send numbers and description of what they have done.
- 4) Group to submit information on how carpet samples are loaded into OSU and NBS.
- 5) Group was requested to submit copies of any advisory materials they receive from their authorities so that we can compare it to ours.

OIL BURNER FOR SEAT CUSHIONS

- 1) We would like information on any strange materials and what happens and what their burn lengths are and what materials have to be wired on. How much wire can you use and how heavy can the wire be?

VERTICAL BUNSEN BURNER TEST

- 1) Carpet manufacturers to supply us with any information they can on burn lengths.
- 2) J. Francois Petit (C.E.A.T.) to send description and results and their procedure for using propane for this test.

INTERNATIONAL AIRCRAFT MATERIALS FIRE TEST WORKING GROUP

HOSTED BY BRITISH AEROSPACE, WOODFORD, UNITED KINGDOM

SEPTEMBER 15-16, 1992

ATTENDEES

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CHAPTER 5 - OSU SEPTEMBER 15, 1992

RICHARD JOHNSON

Page by page review of edits to Chapter 5 via viewgraph presentation

5.3.4.1: Reference made in appendix as to appropriate drill size. This change was made throughout other sections as required.

FIGURE 5-1A: Note change on drill size.

PILOT BURNERS: Appendix includes automatic sparking information.

D. HILL SUGGESTED: Maybe include information in appendix that holders should be in a certain weight range.

5.3.8.2 UPPER PILOT BURNER:

D. JOHNSON sent upper pilot burners to some labs with 15 holes for testing. Results expected by November 1992.

J. PETERSON (BOEING): RE: 5.3.8.2: First sentence can be interpreted in more than one way. This sentence should be made more precise.

D. JOHNSON: This is a very interpretive sentence the way it is currently written.

D. HILL SUGGESTED: Put a statement in appendix to clarify. We need input from group on this.

M. O'DONNELL (IMI-TECH): You interpret this as any three pilots out at the same time?

D. JOHNSON: Yes, that is correct.

MEMBER SUGGESTION: Use a mirror to see what is going on.

D. JOHNSON: Maybe this suggestion should go in appendix.

Review of graph on flames of upper pilot. In D. Johnson's test he used a spark ignitor.

MEMBER QUESTION: 5.3.8 does not correlate with what is indicated in 5.7.8.

D. JOHNSON: We will have to clarify this.

H. BARRETT (POLYPLASTEX): RE: Figure 5-5B: Is there something missing?

D. JOHNSON STATED: We will make necessary changes in text and figure. Confusion occurs because there is no longer a 5-5A. Check third paragraph of 5.3.8.2 where figure is called out.

5.4.2: Appendix includes information on specimens being marked for consistent direction.

D. JOHNSON: Testing first two samples at 90⁰ and testing third sample in worst case of first two. Is there agreement on this?

D. HILL: This has been discussed for several years. We need to come up with some way to resolve it.

J. PETERSON (BOEING): I propose that we take a look at a parallel procedure and set up a number. For example: If either the peak or the total turns out to be 50 or above and you think that there is reason to have test results from the other direction, then run third sample in other direction.

MEMBER COMMENT: There is still some question on this.

D. HILL SUGGESTED: Maybe set some standard percentage difference when first two samples are over 50 and close in range to determine how many more samples should be run and in what direction.

H. BARRETT (POLYPLASTEX): Is it possible to retrieve information from ACO's?

D. HILL: Information is not specific enough because tests are run randomly.

D. JOHNSON: Only other input on this is from Douglas concerning specimen orientation.

5.6 3. JOHNSON: Hole size stated and Appendix includes drill size to be used.

H. BARRETT (POLYPLASTEX): RE: 5.6.3: Should we include where wet test meter should be set?

D. JOHNSON: This was put in here to assist ACO's as they observe tests.

A. ALLERTON (BRITISH AEROSPACE): Use manufacturers' instructions. Our wet test meter does not have normal indicator, therefore, we need to indicate "according to manufacturers' instructions".

D. JOHNSON: We will include something to this effect in Appendix.

MEMBER SUGGESTION: A measurement should be given between wet test meter and tube (line between wet test meter and burner).

D. JOHNSON: Appendix indicates the line should be as short as possible.

H. BARRETT (POLYPLASTEX): RE: 5.6.4 Orifices: It states the means should have four flow orifices. Our unit does not have four orifices.

D. JOHNSON: The wording will have to be changed here.

5.7.8: Per D. Johnson this will be rewritten to be compatible with 5.3.8.2 per earlier discussion.

H. BARRETT (POLYPLASTEX): Question on formula: Calibration factor should be specific.

D. JOHNSON: Calibration factor is specified.

APPENDIX REVIEW - OSU

D. JOHNSON: CALORIMETER PROBLEM: We are still trying to find a solution to this problem. A suggestion was made at last meeting to have a master calorimeter to check calorimeter that is used regularly as Europeans do. FAA has their calorimeter checked through NIST and uses that NIST checked calorimeter to check the other in their lab.

M. O'DONNELL (IMI-TECH): RE: 5.6.1: Add wording: "#32 drill size or equivalent" to take care of metric measurements.

J. PETERSON (BOEING): RE: 5.4.4: There is some question on rugs and textiles being tested in both direction.

D. JOHNSON: I have noticed some laxity in operator opening inner door prior to "0" reading.

REVIEW OF FIGURE 5-1A: AIR MANIFOLD - Correction to be made. There were also questions on measurements indicated concerning placement of specimen.

D. HILL: In text it states: Holes from pilot burner should be horizontal to the radiant heat source. Is this clear to everyone?

D. JOHNSON: Gave clarification of this and demonstrated what was meant by text.

REVIEW OF FIGURE 5-1B: D. JOHNSON discussed proper cleaning of cone.

FIGURE 5-2: Question had been previously brought up about mounting of globars.

D. HILL: RE: USE OF TRAY: Is there a need for a better definition on when to use tray? Putting tray onto material that does not drip may change results.

D. JOHNSON: Asked group to run tests on various materials with and without tray and see if the results are affected. Labs were asked to send numbers and describe what was done.

MEMBER COMMENT: In United Kingdom we have a test where we use a glowing wire instead of a spark ignitor. D. JOHNSON: I have tried that and not found it to be helpful.

REVIEW OF FIGURE 5-7: Make a note on drawing that thermocouple connectors on the thermopile are optional.

D. HILL: Testing of carpet is of major concern. We need some information from labs on how samples of multiple colors are tested.

ACO - Karen Forest sent out a comprehensive drawing showing how to test multiple color fabrics.

D. HILL: Should this be included in Appendix?

OSU - SUMMARY - SEPTEMBER 16, 1992

RICHARD HILL

D. Johnson will supply several labs with upper pilot burner with 15 holes, and if there is no problem with this it will be incorporated.

Standard Materials Group: Samples available from H. Barrett of Polyplastex. He is chairman of this group.

SMOKE TEST FOR CABIN MATERIALS (NBS) - SEPTEMBER 15, 1992

RICHARD JOHNSON

D. JOHNSON: 6.3.1.6.2: New furnace is now being used. I will be sending heater coil out with a schematic to some labs and they must follow schematic exactly when building unit and input must be received back from these labs. It has been brought to my attention within the past three weeks some

holders are out of shape. Therefore, I have added something to the Appendix to have operators check holders.

J. PETERSON (BOEING): RE: 6.3.1.9.1: What does last paragraph mean? What are the guides referred to?

D. JOHNSON: Clarification: Reference will be made to drawing after this paragraph. The word "guides" will be changed to eliminate confusion.

J. PETERSON (BOEING): RE: 6.3.1.1.2: There is some confusion on interpretation of this paragraph.

D. JOHNSON: We will add something to Appendix to make this paragraph more understandable.

APPENDIX REVIEW - NBS

D. JOHNSON: Review of Boeing device attached to the furnace frame. J. Peterson explained what use of this device did.

REVIEW OF FIGURE 4

H. BARRETT (POLYPLASTEX): What is thickness of holder?

D. JOHNSON: 0.018. We will make appropriate change on drawing and in text.

REVIEW OF FIGURE 3: A measurement must be included to show relationship to sample position.

J. PETERSON (BOEING): When can we expect new input to be prepared and sent back to group?

D. JOHNSON: Within six weeks.

D. HILL: We would like to go to Northwest with all our changes by February 1993. Our submission to Northwest will be a draft for their review as well as other the regulatory authorities involved.

NBS - SUMMARY - SEPTEMBER 16, 1992

RICHARD HILL

D. Johnson will send out schematic of new heating unit to various labs for them to utilize in tests.

OIL BURNER FOR CARGO LINERS - SEPTEMBER 15, 1992

RICHARD HILL

D. HILL: Review of his comparison of what information was received from group

8.3.2.2: Should we standardize cone size? FAA will do some tests on different sizes (thicknesses) of cones and see what warpage and differences come up.

FUEL TYPE: FAA uses kerosene. Langenthal switches off to diesel fuel. D. Hill asked Langenthal for specifications of what the their diesel fuel is.

ACCEPTABLE WAYS OF TESTING MATERIALS:

MEMBER QUESTION: If ceiling is not flat does the material have to be tested in the same shape as the ceiling?

D. HILL: All ceiling materials should be tested flat and if they pass the test then they can be formed or bent to fit ceiling shape. Material must be 8" away from burner in a flat sheet. Test flat sheet with rivets or fasteners in it as it will be in aircraft to see if they perform adequate in test and then they can be used in aircraft as it would be.

MEMBER QUESTION: If two liners are joined what do you test (in reference to corner joints)?

D. HILL: Test each liner and test the joint.

MEMBER QUESTION: RE: REPAIRED PANELS: How do I determine pass/fail on a patch?

D. HILL: Take the material the patch is made of and make your piece and run the test as a liner and then make a 6" piece and put it on the type of material it is going to be used on and if it passes then it can be used to patch a panel made from that type of material.

OIL BURNER FOR SEAT CUSHIONS - SEPTEMBER 15, 1992

RICHARD HILL

D. HILL: INLET AIRFLOW VELOCITY: We will come up with an airflow rate through the inlet, and we will probably use same thing for cargo liner burner and include a note in Appendix.

REVIEW OF FUEL TEMPERATURE AS REQUESTED AT PREVIOUS MEETING: Fuel may heat up if you have a small fuel tank because it is recycled back through the tank, but if you have a large tank (approximately 1,000 gallons) it may not make a difference in fuel temperature.

D. HILL: A requirement will have to be included to monitor fuel temperature of fuel going into nozzles.

M. O'DONNELL (IMI-TECH) SUGGESTION: Maybe include a maximum fuel temperature requirement.

D. HILL: Change in fuel temperature is what is important. We are concerned with operator knowing when fuel temperature changes.

7.7: CALIBRATION SUGGESTIONS: One of the major problems in calibration has been getting all of the thermocouples to read correctly at the same time.

D. HILL: One or two thermocouples end up slightly off the correct reading and when operator attempts to adjust that one or two then one or two others are no longer reading correctly.

Measurements would have to average out, therefore, average flame temperature requirement would not change. For example: You could have one at 1750^o and one at 1850^o, etc. Numbers originally given were put on there to get everyone running tests in same way.

7.9.1 BURN LENGTH: Vauth and Sohn commented in response to previous meeting that with new fireblockers it is difficult to measure burn length.

D. HILL: We are trying to determine burn length in a sense of pass/fail and not determining the actual burn length measurement. We have not received much information back on Oil Burner so we will go with the information we have for our update.

A. DE REGT (LANGENTHAL): How does size of flame compare to yours?

D. HILL: Our airflow is the same. Another FAA representative is handling this if there had been an extreme difference in flame size between ours and yours, he would have stated that.

REVIEW OF GRAPHS, ETC.:

D. HILL: You have to use exactly what is specified as far as thermocouples are concerned.

SUMMARY - SEPTEMBER 16, 1992

RICHARD HILL

We are going to make the tolerances on fuel flow a little tighter and put in a requirement to make sure you monitor temperature of fuel.

We will include information on problems with the thermocouples and tips that people have come up with since this test has been in use.

CHAPTER 1 VERTICAL BUNSEN BURNER - SEPTEMBER 16, 1992

PAT CAHILL

P. CAHILL: Reviewed changes made to text.

REVIEW OF APPENDIX

P. CAHILL: Discussed division of materials into general categories. She incorporated comments received from last meeting to come up with these categories.

D. HILL: Appendix would cite a method that would be an approved type method for that material.

P. CAHILL: She discussed with manufacturers in each of these categories to come up with these guidelines. For example: Langenthal for carpets.

We can modify this but more information is needed from manufacturers.

J. PETERSON (BOEING): One thing not included which has always been an issue is:

- Practice of carefully watching test while it is conducted. You have to actually watch it to see where flame is stuck to surface of specimen.

- It is difficult to look at a burned specimen and come up with the same information that you have if you watch the actual test.

- You should view the test.

GROUP CONSENSUS - APPENDIX 1.2.4: Test should be watched while in progress.

P. CAHILL: Gave explanation of 5903.1 to those who were unfamiliar with it. She feels it is still a good test for textiles.

MEMBER REQUEST: Add information in Appendix about what test 5903.1 is.

P. CAHILL: Gave explanation of 'draft free' and her definition of 'draft free'.

GROUP DISCUSSION: Would a cigarette be acceptable to certification personnel as proof of draft free cabinet?

P. CAHILL QUESTIONED JEFF GARDLIN: Would a certification person have a problem with this as proof of draft free?

J. GARDLIN: No, not if it indeed proved it was draft free.

1.6.2.4: Flame placement statement was reviewed.

D. HILL: Clarification of Appendix section on types of gas used and temperature reading.

T. GIBSON (CAA): Include in Appendix how to measure flame temperature.

1.3.3.1: Pat feels we don't need this statement.

J. PETERSON (BOEING): In what countries can't you find methane gas?

P. CAHILL: New Zealand, Australia, and Singapore. 1.3.3.1 was added because of these three areas in the world.

D. HILL: You will have to make modifications if using propane instead of methane in order to prove test method is equivalent. Someone can come up with a test for propane that is equivalent and if someone comes up with such a test it can be added to the Appendix.

M. O'DONNELL: What were your findings, Pat?

P. CAHILL: I have limited experience with propane and I see no major difference. I have not done a lot of work with propane.

D. HILL: There is a lot of data around. We need to get it to incorporate.

P. CAHILL: Reviewed new drawing FIGURE 1 Flame Position.

W. LAMPA (DEUTSCHE AIRBUS): We do our qualification work and we vary the position of the flame relative to the specimen. It is unclear about where flame should be positioned.

P. CAHILL: This problem goes back to the regulation and the fact that it is unclear in regulation.

J. PETERSON: You have to tailor your test for what materials is actually used.

P. CAHILL: There were differences up to two to three inches.

CHAPTER 2 45-DEGREE BUNSEN BURNER TEST and CHAPTER 3 HORIZONTAL BUNSEN BURNER TEST

SEPTEMBER 16, 1992

PAT CAHILL

P. CAHILL: Briefly reviewed changes made. Appendix changes and updates were also reviewed.

CHAPTER 4 60-DEGREE BUNSEN BURNER TEST FOR ELECTRIC WIRE SEPTEMBER 16, 1992

PAT CAHILL

This chapter was not reviewed due to recent changes. Copies will be sent to anyone interested.

BUNSEN BURNER - SUMMARY - SEPTEMBER 16, 1992

RICHARD HILL

Group to supply P. Cahill with burn length information.

Additional information on carpets will be included in Appendix.

Round robin group for 60-degree test was established.

ELECTRICAL WIRE TEST SUBGROUP - SEPTEMBER 16, 1992

PAT CAHILL

P. CAHILL: I do not see need to continue with this round robin group.

W. LAMPA (DEUTSCHE AIRBUS): Will send Pat some data.

P. CAHILL: How does group feel about standardization of a wire size in a 60-degree flammability test? Do we need to run 60-degree flammability on all gauges?

Would you be interested in a round robin on five or six different gauges? I will send samples out to anyone interested and in February we will look at the data.

A sign-up sheet was available for those interested.

P. CAHILL: Reference to 30⁰ angle will be deleted per group agreement.

GENERAL DISCUSSION

RICHARD HILL

A subgroup was established to decide if the Bunsen Burner Test should be kept after a material passed the OSU. Members of this group were J. Ondrejas (Isovolta), A. Allerton (British Aerospace), H. Barrett (Polyplastex), D. Cardis (Schneller), J. Peterson (Boeing). Mike O'Donnell of Imi-Tech was chairman of this group.

9/16 REPORT ON DECISION: This group decided to keep the Bunsen Burner Test for materials that passed the OSU.

J. PETERSON: Cited two reasons for running this test: 1) Quality Control for material that has already been certified; 2) Running the test for certification.

REFERENCE MATERIAL FOR OSU and NBS:

Hugh Barrett (Polyplastex) presented his findings on reference material. Presented graphs indicating what happened when wattage was changed. The following members requested information: A. Allerton (British Aerospace), J. Ondrejas (Isovolta), J. Peterson (Boeing), and E. Antonatus (BASF GmbH). Hugh will send samples to anyone who requests them.

H. BARRETT (POLYPLASTEX): Can we do away with orientation on heat and smoke tests for specimens?

M. O'DONNELL (IMI-TECH): There are many different types of materials out there so it depends on the testing facility. For some companies it may not make a difference because of the materials they are testing.

D. HILL: The Handbook states that only if you think the materials make a difference then you have to run them in two different directions.

D. HILL: What does group think about getting a heat flux expert or someone from a heat flux manufacturer to participate in one of these meetings?

J. PETERSON (BOEING): Yes, it would be beneficial to everyone. There are many manufacturers of calorimeters and just as many methods to calibrate them.

D. HILL: We could bring in a representative from NIST at the same time we have the manufacturers there. This will allow for an open discussion on the topic. Maybe we could get some type of decision about standardization when we have all these people together. Maybe we could get started on setting an industry standard. I would like all of us to work together with manufacturers to come up with a solution or a way to progress towards a solution.

GENERAL CONSENSUS: Yes, it would be worth our time.

D. HILL: We will try to get those manufacturers and NIST representatives in for our spring meeting to possibly discuss standardization of calibration of these instruments.

FLIGHT DATA RECORDERS - NEW TEST METHOD:

D. HILL: Data is being lost when there is a fire on an aircraft, therefore, U.S. National Transportation Safety Board (NTSB) has asked FAA to look into this situation. We were asked to look at method used by European organization to upgrade this test and modify it in order to upgrade our test. Are there any questions on this?

H. BARRETT (POLYPLASTEX): Will you be trying to design a new test for this? Do you run that test now?

D. HILL: No, we do not routinely run that test. The manufacturers run these tests now. There is not a lot of data from accidents or full-scale fires to be able to tell. We feel we should try to define the threat and then determine where test should go from there. The object is to design a test that represents the threat. We are going to take a look at the new recorders and the European companies' specified test and see if theirs are realistic.

GENERAL STATEMENT:

D. HILL: We want all the information you can supply us on approved ways you have of running the various tests so that we can get an idea on how we can standardize these tests. For example, when thickness of panels are different or different colors are involved. How is all this done around the world so that we can incorporate this into the appendix. Maybe we can then make recommendations to regulatory authorities and they can go forward to attempt to do this. We plan to get data from ACOs also.

FEBRUARY 9-11, 1993 ADVANCED MATERIALS CONFERENCE UPDATE

RICHARD HILL

The proposed conference schedule is as follows:

Tuesday, February 9:	Advanced Materials
Wednesday, February 10:	Test Methods, Ways of Modeling Fires
Thursday, February 11:	Advanced Research Technology Plan (FAA), CAA Burnthrough and Requirements on Future Needs

Registration Kits will be mailed to all Working Group Members around October 15, 1992.

9/16/92: DARCHEM gave a presentation on a new test method they are developing.