

NTSB Recommendation A-83-078

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Rec #: A-83-078
NTSB Status: Closed - Acceptable Action
Issue date: 10/31/1983
Accident Date: 6/2/1983
Source Event: ACCIDENT
Location: CINCINNATI Ohio

Mode: AVIATION
Most Wanted List: No
Closed date: 10/27/1986
Report Number: AAR-84-09
Accident ID: DCA83AA028

Background Synopsis:

THE NATIONAL TRANSPORTATION SAFETY BOARD IS CONTINUING ITS INVESTIGATION OF THE ACCIDENT INVOLVING AIR CANADA FLIGHT 797 WHICH OCCURRED ON JUNE 2, 1983, WHEN THE FLIGHTCREW OF THE MCDONNELL DOUGLAS DC-9 AIRPLANE WAS FORCED TO MAKE AN EMERGENCY LANDING AT THE GREATER CINCINNATI AIRPORT BECAUSE OF AN IN-FLIGHT FIRE. THE INTERIOR MATERIALS OF THE AIRPLANE'S CABIN CONTINUED TO BURN AFTER THE LANDING. FIVE CREWMEMBERS AND 18 PASSENGERS WERE ABLE TO EVACUATE THE BURNING CABIN; THE REMAINING 23 PASSENGERS DIED IN THE FIRE. THE SAFETY BOARD'S INVESTIGATION HAS DETERMINED THAT THE FIRE BEGAN IN THE AIRPLANE'S LEFT REAR LAVATORY, BUT THE SOURCE OF IGNITION HAS NOT YET BEEN IDENTIFIED. TO PROMOTE A COMPREHENSIVE PROGRAM TO ADDRESS THE POTENTIALLY HAZARDOUS SITUATION POSED BY IN-FLIGHT FIRES, THE SAFETY BOARD IS ISSUING NEW SAFETY RECOMMENDATIONS RATHER THAN REITERATING RELEVANT SAFETY RECOMMENDATIONS PREVIOUSLY ISSUED TO THE FAA.

Recommendation:

THE NTSB RECOMMENDS THAT THE FEDERAL AVIATION ADMINISTRATION: EXPEDITE THE RULEMAKING ACTION TO REQUIRE AT THE EARLIEST POSSIBLE DATE THAT PASSENGER SEATS WITH FIRE-BLOCKING MATERIALS BE INSTALLED IN TRANSPORT CATEGORY AIRPLANES.

Correspondence:

Response Date: 1/27/1984 From: Addressee

Response:

FAA COMMENT: WE CONSIDER THIS RECOMMENDATION INAPPROPRIATE IN VIEW OF THE RULEMAKING EFFORT WHICH HAS ALREADY BEEN ESTABLISHED. ON OCTOBER 11, THE FAA PUBLISHED NPRM NO. 83-14 IN THE FEDERAL REGISTER FOR PUBLIC COMMENT. THIS NPRM PROPOSED NEW AND MORE STRINGENT FLAMMABILITY REQUIREMENTS FOR SEAT CUSHIONS USED IN TRANSPORT CATEGORY AIRCRAFT CERTIFIED UNDER 14 CFR 25 AND 29 AND REQUIRES THAT THE CUSHIONS IN TRANSPORT CATEGORY AIRPLANES TYPE CERTIFICATED AFTER JANUARY 1, 1958, AND OPERATING UNDER 14 CFR 121 COMPLY WITH THESE REQUIREMENTS. THE PROPOSED REQUIREMENTS WOULD BE IN ADDITION TO THE PRESENT FLAMMABILITY REQUIREMENTS CONTAINED IN THE CODE OF FEDERAL REGULATIONS. THE CLOSING DATE FOR PUBLIC COMMENTS IS FEBRUARY 8, 1984. WE WILL NOTIFY THE BOARD AFTER OUR REVIEW OF THE COMMENTS.

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Response Date: 7/9/1984 From: NTSB

Response:

The more stringent flammability performance standards proposed in NPRM 83-14 have been reviewed by the Safety Board. The proposed changes to 14 CFR 25 and 14 CFR 121 are consistent with this Safety Recommendation provided the FAA expedites its rulemaking action. Therefore, this Safety Recommendation will be classified as "Open--Acceptable Action" pending our review of FAA's final action.

Response Date: 7/28/1986 From: Addressee

Response:

ENCLOSED FOR THE BOARD'S INFORMATION IS A COPY OF A FINAL RULE, DOCKET NO. 23791; AMENDMENT NOS. 25-59, 29-23, AND 121-184, THAT WAS PUBLISHED IN THE FEDERAL REGISTER ON 10/26/84, AND BECAME EFFECTIVE ON 11/26/84. THESE AMENDMENTS ESTABLISHED NEW FLAMMABILITY REQUIREMENTS FOR SEAT CUSHIONS USED IN TRANSPORT CATEGORY AIRCRAFT CERTIFICATED UNDER 14 CFR PARTS 25 AND 29, AND REQUIRE THAT CUSHIONS IN TRANSPORT CATEGORY AIRPLANES CERTIFICATED AFTER 1/1/85, AND OPERATING UNDER 14 CFR PART 121 COMPLY WITH THESE NEW REQUIREMENTS AFTER 11/26/87.

Response Date: 10/27/1986 From: NTSB

Response:

The Safety Board has reviewed the amendments to 14 CFR Parts 25, 29, and 121, which establish new flammability requirements for passenger and flight attendant seat cushions. The Safety Board finds that these new requirements generally comply with the Board's intent in issuing this recommendation. Therefore, Safety Recommendation A-83-78 has been classified as "Closed--Acceptable Action."