

You will note that no specifics of evacuation for the supersonic have been given. Due to the structure of the plane and particularly of the wing tail area, and due to the height of the fuselage from the ground, the subject has proven to be too complicated to develop in a statement such as this. However, extensive work should be done and comprehensive procedures established while remaining practicable of accomplishment.

In summary, the aircraft needs from the flight attendants' point of view are:

1. Provision of adequate and dependable lighting sufficient for implementation of an effective emergency evacuation system.
2. Passengers must be given effective orientation prior to each take-off with possible use of placarding in the cabin interior.
3. The interior design of the cabin and exits must be such that passenger egress to and through the exits is not in any way hampered.
4. Cabin environment should be given careful consideration. Currently much emphasis is put on kindness to the passenger to the extent that he is permitted to practice many hazardous pursuits.
5. Cabins must be kept free of potential baggage missiles.
6. Endeavors directed at keeping fire, toxic fumes, and superheated air at a minimum should be implemented.
7. Flight crews must be adequately protected from physical harm or death—no one else can direct effective evacuation.
8. A crew signal such as described herein should be a standard part of each plane.

I offer my sincere thanks in having been given the opportunity of presenting this statement.

Mr. FRIEDEL. Thank you, Miss Peterson, for a very fine statement.

Mr. RUBY, you mentioned in-flight training procedures and the use of simulators in some detail. You said that has been greatly improved. Was that at the direction of this committee?

Mr. RUBY. I can't answer whether or not it was at the direction of this committee. The FAA, the Air Transport Association, and the respective pilots associations had several meetings in which a working group was set up to try to establish a solution to this problem, and in fact a working group is still functioning and will continue to review and set out solutions to the problems.

So, I can't tell you personally whether or not what occurred between this committee and the FAA, because I don't know.

Mr. FRIEDEL. You remember the hearings we had after the Delta accident in New Orleans, I think it was at that hearing that we suggested it and later it became effective.

The other thing mentioned was that this was on a trial basis. What is the basis of the trial? What time do they have on it?

Mr. RUBY. It was set up to run for a 6-month period in which each carrier would develop a training program that was to be used in the case of the two engines out on a side or a 50-percent power loss on a side, so that this would either be done in a simulator or would be done at altitude, and that during the transition training for a pilot that is coming from one type of aircraft to another, then the instructor would be permitted the latitude of selecting the airport he was going to use, the wind conditions of the particular day, in order for the instructor to have the pilot make at least one such approach and landing.