

DOCKET NO. SA-515

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT G

**PASSENGER SAFETY BRIEFING CARD
(4 PAGES)**

BY: HENRY F. HUGHES

Passenger Safety Information



EXIT SEATING

MD-88

Federal Regulations require that passengers seated in a designated exit seat be able to assist crewmembers in the event of an emergency. If you are seated in an emergency exit seat you must be able to perform the following tasks:

1. Locate the emergency exit;
2. Recognize the emergency exit opening mechanism;
3. Comprehend the instructions for operating the emergency exit;
4. Operate the emergency exit;
5. Assess whether opening the emergency exit will increase the hazards to which passengers may be exposed;
6. Follow oral directions and hand signals given by a crewmember;
7. Show or secure the emergency exit door so it will not impede use of the exit (some window handles that must be lifted weigh 31-52 lbs.);
8. Assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide;
9. Pass expeditiously through the emergency exit; and
10. Assess, select, and follow a safe path away from the emergency exit.

In addition to these tasks, passengers seated in an emergency exit seat are requested to identify himself or herself to allow for reseating if he or she would be unable to perform one or more of the applicable functions because—

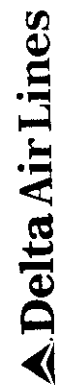
1. The person lacks sufficient mobility, strength, or dexterity in both arms and hands and both legs;
 - A. To reach upward, sideways, and downward to the location of emergency exit and exit-slide operating mechanisms;
 - B. To grasp and push, pull, turn, or otherwise manipulate those mechanisms;
 - C. To push, shove, pull, or otherwise open emergency exits;
 - D. To lift out, hold, deposit on nearby seats, or maneuver over the seatback to the next row objects the size and weight (31-52 lbs.) of over wing exit doors;
 - E. To move obstructions similar in size and weight to over wing exit doors;
 - F. To reach the emergency exit expeditiously;
 - G. To maintain balance while removing obstructions;
 - H. To exit expeditiously;
 - I. To stabilize an escape slide after deployment; or
 - J. To assist others in getting off an escape slide;
2. The person is less than 15 years of age or lacks the capacity to perform all the functions listed here without the assistance of an adult companion;
3. The person lacks the ability to read and understand instructions related to emergency evacuation provided by the airline in printed, handwritten, or graphic form or the ability to understand oral crew commands in the English language;
4. The person lacks sufficient visual capacity to perform one or more of the applicable functions listed above without the assistance of visual aids beyond contact lenses or eyeglasses;
5. The person lacks sufficient aural capacity to hear and understand instructions shouted by Flight Attendants, without assistance beyond a hearing aid;
6. The person lacks the ability to adequately impart information orally to other passengers; or
7. The person has:
 - A. A condition or responsibilities, such as caring for small children, that might prevent the person from performing one or more of the above listed functions; or
 - B. An indistinguishable condition that might cause the person harm if he or she performed one or more of the applicable functions listed above.

Passengers are required by Federal Regulations to comply with crewmembers in the implementation of these restrictions. If you are seated adjacent to an emergency exit and cannot or do not want to perform these functions, please identify yourself to a Flight Attendant.

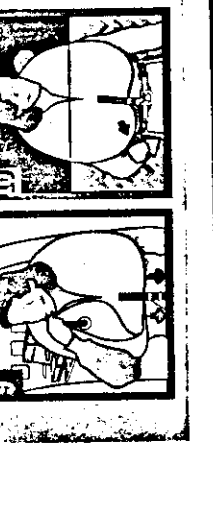
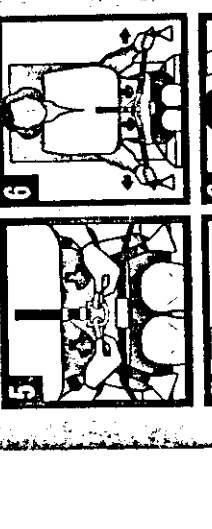
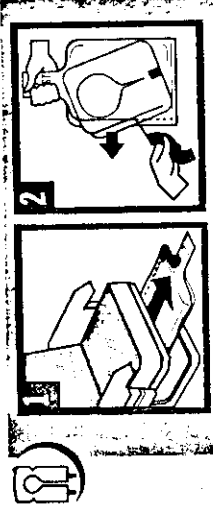
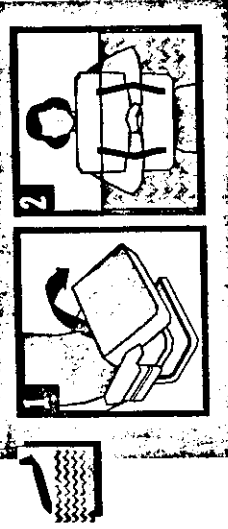
DO NOT REMOVE THIS CARD FROM THE AIRCRAFT

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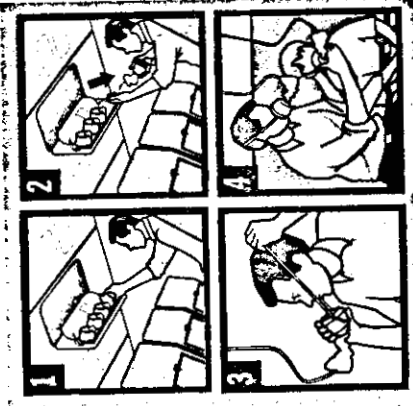
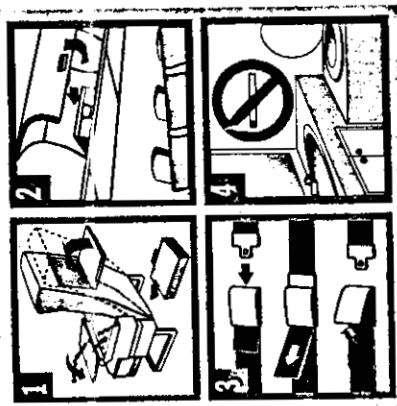
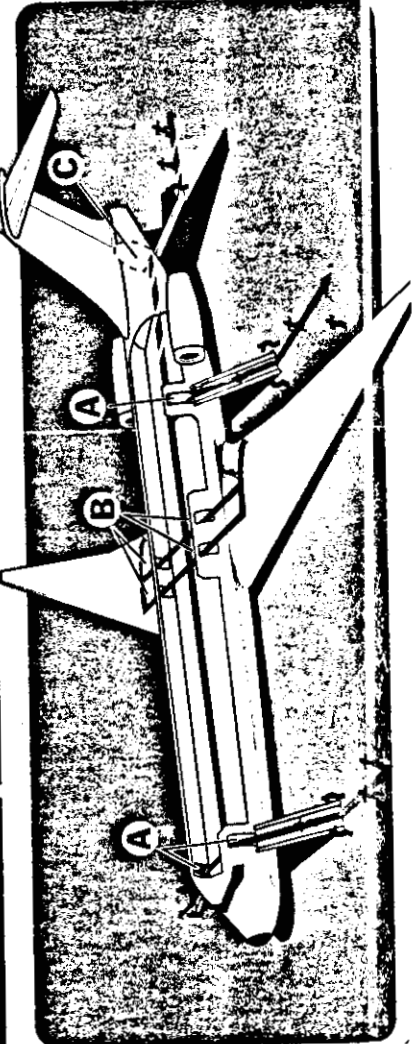
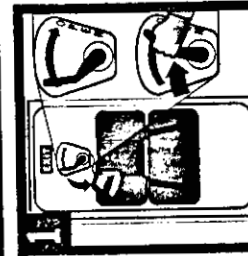
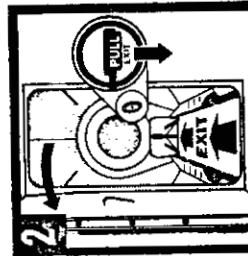
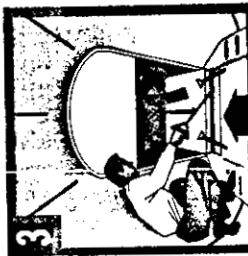
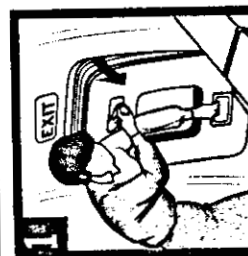
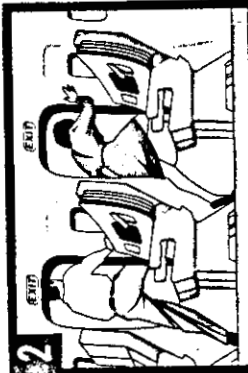
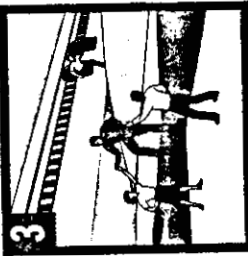
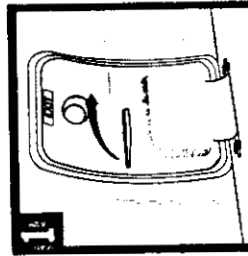
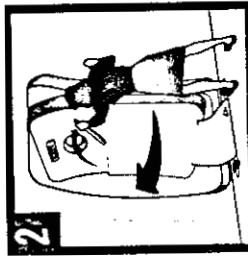
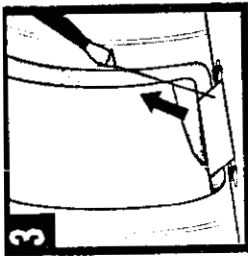
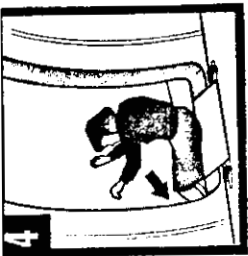
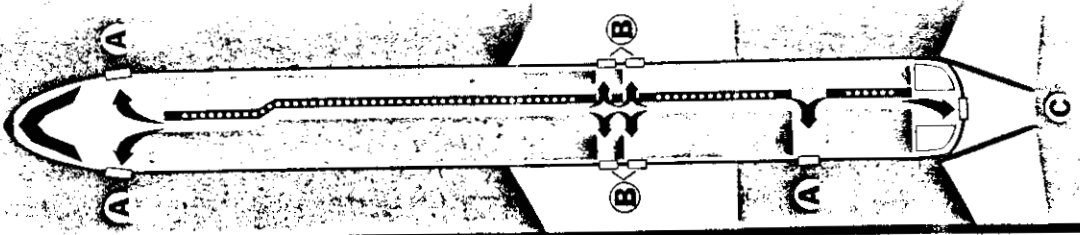
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MD-88



EXITS



ATTACHMENT H

INTERPHONE FUNCTION INSPECTION

TEST TO VERIFY OPERATION OF PASSENGER ADDRESS AND INTERPHONE WHILE USING EMERGENCY POWER

The following test was performed at the request of Henry Hughes (NTSB Survival Factors Group Chairman) to verify that the Passenger Address and Interphone systems would operate when the Emergency Power system was energized.

The test was performed and/or witnessed by Brian Overhuls (DAC), Wade Reynolds (DAC), Bill Steelhammer (DAC), Mike Denaro (Delta) and Henry Hughes (NTSB).

Due to the damage to the aft fuselage, circuit breakers on the emergency busses for all systems not related to this test were pulled to preclude a possible unsafe condition.

1. On the Battery Circuit Breaker Panel in the Electrical / Electronics Compartment, the APU Starter circuit breaker was opened (pulled) and the Battery Direct Bus Feed and DC Trans Bus Feed (Bat) circuit breakers remained energized.
2. All circuit breakers on the DC Transfer Bus, located on the Electrical Power Center, were opened except the Flight Interphone-2 circuit breaker.
3. All circuit breakers on the Emergency AC Bus, located on the Overhead Circuit Breaker Panel, were opened.
4. All circuit breakers on the Emergency DC Bus, located on the Overhead Circuit Breaker Panel, were opened except the Passenger Address, Flight Interphone-1, Emergency DC Bus Sensing and Emergency Power In Use Light circuit breakers.
5. All circuit breakers on the Battery Direct Bus, located on the Overhead Circuit Breaker Panel, were opened except the Battery Relay circuit breaker.
6. All circuit breakers on the Battery Bus, located on the Overhead Circuit Breaker Panel, were opened except the Emergency DC, DC Transfer and Emergency AC Bus Out Lights circuit breakers.

After preparing the aircraft as described above, power was applied to the circuits to be tested and the test was conducted as follows:

1. The battery cables were connected to the batteries.
2. The Battery Switch was turned ON.
3. The Emergency Power Switch was turned ON.
4. The Passenger Address system and the Interphone system were demonstrated and they functioned normally.

The Emergency Power Switch and the Battery Switch were turned OFF and the batteries were disconnected before leaving the aircraft.