

**DOCKET NO. SA-519**

**EXHIBIT NO. 6B**

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

**EXCERPTS FROM AMERICAN AIRLINES  
FLIGHT ATTENDANT RECURRENT TRAINING  
PROGRAMS (1998 and 1999)**

**(17 pages)**

# American Airlines®

## 1998 Recurrent Training on S80

- Went through the S80 Planned Emergency Checklist from the AA Red Safety Manual
- Arm/disarm a door
- Open/Close either Fwd or Galley door manually
- Review the S80/727 window differences
- Operate window exit
- Arm/ Disarm the Tailcone exit
- Perform a Tailcone drill

## 1999 Recurrent Training on S80

- Point out Emergency Light
- Do an Emergency Equipment bracket exercise
- Arm/Disarm slide pack mock-up
- Arm/ Disarm the tailcone
- Open Tailcone in the Armed mode
- Review window drill
- F/A Operate the window exit
- F/A drill on the Forward Entry door and Forward Galley Door (Primary/Secondary)
- Go over Infant Restraint Seat
- Tailcone Review
- Operate the Tailcone in the Armed Mode

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**Drill – Flight Attendant, starting from their jumpseat, opening the exit with correct hand placement, getting into their protective position, saying the correct commands to evacuate their cabin area.**

**Operation of exit – Flight Attendant stands in front of exit, showing correct hand placement operates the exit in the emergency and non-emergency mode.**

**"YOU, YOU, STAY AT THE BOTTOM, PULL THE PEOPLE OFF"**

Assess slide/outside conditions.

Command passengers:

**"JUMP, TWO AT A TIME"  
"FORM DOUBLE LINES"  
"STAY CLOSE TOGETHER"**

Assess outside conditions between each set of commands.  
Continue commands until the cabin area is clear.

**Q:** If during an evacuation, you rotate the door control handle and the door unlocks from the fuselage (comes in a little) but does not go up, is it still usable?

**A:** Yes, as long as it unlocks from the fuselage, it can be opened manually.

Are there any questions about the door drill.

**S80**

**TIME:**

:30 Mins.

INFANT RESTRAINT = <sup>05</sup>~~10~~ MIN  
DRILL = ~~20~~ MIN.  
25

**AGENDA:**

- Introduction
- Emergency Light FYI
- F/A Tasks
  - Emergency Equipment bracket exercise
  - Arm/Disarm slide pack mock-up
  - Arm/Disarm the tailcone
  - Open tailcone in the ARMED MODE
  - Operate the window exit
- Instructor Demo Tailcone Drill
- Instructor Demo Window Drill
- F/A Drill**
  - **Fwd Entry Door and Fwd Galley Door (Primary/Secondary)**

***Instructor Note: While F/As are gathering outside the trainer, have them release a piece of emergency equipment from it's bracket. As F/As enter the trainer, have them complete the tasks of arming/disarming the slide mock-up.***

### **Introduction**

Welcome to the S80. As you came in, you accomplished the required tasks of arming and disarming a slide. In a moment, we will review a tailcone drill and have you operate the door in the ARMED MODE as a task. We will also review the window drill and have you operate that exit as a task. Finally, you will perform a primary / secondary drill at the fwd doors.

### **F.Y.I.**

First I need to discuss a change that you will be seeing on the S80 aircraft in the near future. The location of the emergency lights is being changed as the aircraft go through Tulsa for C checks. The emergency lights will be moved from the aisle floor to the side of the seats. When you board a S80, take a moment to look down the aisle and note which type of lighting system is on your aircraft.

### **Infant Restraint Seat**

***Instructor, take the group to the infant restraint device for this discussion.***

Section 100 of the Safety Manual, outlines approved and non-approved infant restraint devices. If you have a question about an infant restraint device that you see on a flight, refer to that section for guidance. Today, let's review approved locations for restraint devices.

**Q.** Can an infant restraint seat be placed in a row forward or aft of a window exit?

**A.** No. Infant restraint devices may not be placed in an exit row or the row forward or *aft of the window exits.*

**Q.** Can child restraint seats be placed in an aisle seat?

**A.** No.

### **Instructor Note:**

This change is being made because of maintenance costs. The lighting system in the floor is easily damaged. Moving the lights to the seats will be more cost effective.

### **Instructor Note:**

There was a misprint in the homestudy. Please point this out to the F/As. In the homestudy the restriction of putting an infant seat in the row aft of the window exit was inadvertently left out.

- Q.** Can the child restraints be placed in a center seat of a row?  
**A.** Yes, as long as the restraint is not located between a seated passenger and the aisle.

On a widebody, the device can be placed in any non-aisle seat in the center section.

- Q.** Can more than one child restraint seat be placed in a row?  
**A.** Yes, as long as all adults are seated with direct access to an aisle.

This is a quick overview of approved infant restraint locations.

Are there any questions?

OK, lets move on to the tailcone.

### **Tailcone Review**

Before I do a drill demonstration for you, lets review how we arm and disarm this door.

*Instructor demonstrate*

To arm the door:

- Lower the brown strap
- Lower the head rest to expose the red protective cover

To disarm the door:

- Raise the head rest
- Raise the brown strap

F/A #2 is responsible for the Aft Entrance Door/Tailcone Exit. They sit on the LH side of the aft jumpseat.

They would come out of their jumpseat shouting:

**“UNFASTEN SEATBELTS, COME THIS WAY”**

Assess conditions in the tailcone.

Operate the exit:

- Remove the red protective cover
- Grasp the control handle and pull toward you
- Rotate it in the direction of the arrow
- Bring the door in fully, so that it locks against the lavatory

Raise you ISS

Move onto the catwalk to assess that the tailcone has jettisoned and the slide has inflated.

**Q:** What is the indication that the slide has inflated?

**A:** The green and silver bolster pillows inflate.

Move back into the cabin and into the protected position.

Prepare the passengers with the commands:

**"DON'T TAKE ANYTHING WITH YOU"**

Assign two assistants:

**"YOU, YOU, STAY AT THE BOTTOM, PULL THE PEOPLE OFF"**

Assess the tailcone again to ensure it is still usable.

With your ISS still raised, reach over with your left hand and lower the barrier strap.

Drop you ISS.

Command passengers to:

**"STAY ON YOUR FEET"**

**"JUMP INTO THE SLIDE"**

**"DON'T TAKE ANYTHING WITH YOU"**

Elevate on the "D" seat in the last row.

Assess conditions and continue commands.

Any questions?

**F/A TASK**

Now as a task, I need each of you to come up operate the door in the ARMED MODE.

*Perform a slow walk through demonstration.*

## Window Exits

F/A #5 is responsible for the window exits on the S80. As F/A #5, you sit in the aft jumpseat on the RH side. Please strap into the jumpseat.

You come out of the jumpseat shouting:

**“UNFASTEN SEATBELTS”**

Go underneath the barrier strap

Move up the aisle shouting:

**“OUT OF MY WAY, OUT OF MY WAY”**

Crouch low and assess out of both sides of the aircraft as you move forward.

Stop and assess both aft window exits.

Command them open:

**“YOU, OPEN THAT EXIT”**

**“YOU, OPEN THAT EXIT”**

Move to the forward window exits.

Assess both sides and decide which one you will open.

Clear only one row of seats. (the row adjacent to the window exit)

**“OUT OF THOSE SEATS”**

Move into the row, facing aft, bumping the seatbacks forward.

Operate the exit:

- place the shoulder and elbow of the arm closest to the window on the exit for support
- that hand drops down to the lower handhold
- with the other hand, grasp the control handle, knuckles down
- Pull the window in
- Lay it on the armrests, flush against the seatbacks



Elevate on the "D" seat of the row forward of the fwd window exits.

Assign an assistant:

**"YOU, STAY ON THE WING, HELP THE PEOPLE OUT,  
SEND THEM THAT WAY" (point aft)**

Command passengers:

**"STEP THROUGH, FOOT FIRST, STEP THROUGH, FOOT  
FIRST"**

Assess the other fwd window exit.  
Command a passenger to open it.

**"YOU, OPEN THAT EXIT"**

Continue commands:

**"STEP THROUGH, FOOT FIRST, STEP THROUGH, FOOT  
FIRST"**

Assess the cabin fwd and aft.

Redirect passengers to faster moving door exits.

**"TURN AROUND, GO THAT WAY"**

Return to the commands at your exit.

Continue until the cabin area is clear.

Any questions about the window exits?

**F/A TASK**

Have F/As operate the window exit.

**Fwd Entry Door and Fwd Galley Door**

*Perform a slow walk through  
and an up-to-speed  
demonstration.*

For this drill, you will be F/A #1 without a F/A #3, so you have a primary and secondary exit responsibility. You will strap into the

**Instructor Note:** Be sure to remind F/As that when flying on former Reno Air MD-80s to be prepared to pull the red manual inflation handle immediately upon opening the exit.

**Protected position:** stand up straight, feet shoulder width apart, back against bulkhead, right foot braced against floor bracket

fwd jumpseat, aisle side.

Come out of the jumpseat shouting:

**“UNFASTEN SEATBELTS, COME THIS WAY”**

Turn on the emergency lights by lifting the protective cover and lifting the toggle switch all the way up.

At the same time, deactivate the Powerport Toggle Switch, by lifting the protective cover and lifting the toggle switch all the way up.

Assess outside conditions.

Operate the exit.

- Left hand on the assist handle
- Right hand on the control handle, knuckles up
- Rotate the handle in the direction of the arrow
- Walk the door out (hug the door frame)
- When the door is half way out move your right hand to the fuselage assist strap
- Ensure that the door locks against the fuselage

Raise your ISS.

Move into the protected position.

Prepare the passengers with:

**“DON'T TAKE ANYTHING WITH YOU”**

Assign two assistants:

**“YOU, YOU, STAY AT THE BOTTOM, PULL THE PEOPLE OFF”**

Assess slide/outside conditions. Instructor will say “good slide”.

Command passengers:

**“JUMP, JUMP, DON'T TAKE ANYTHING WITH YOU”**

Assess outside conditions and repeat commands:

**"JUMP, JUMP, DON'T TAKE ANYTHING WITH YOU"**

Assess outside conditions and then cross over to your secondary exit.

Assess conditions.

Open Door

- Left hand on the door control handle, knuckles up
- Right hand is in the door recess handle
- Rotate door control handle in the direction of the arrow
- Walk the door out (hug the door frame)
- When the door is half way out, move your left hand to the fuselage assist handle.
- Ensure the door locks against the side of the fuselage.

Raise your ISS.

Move into the protected position.

Prepare the passengers with:

**"DON'T TAKE ANYTHING WITH YOU"**

Assign two assistants:

**"YOU, YOU, STAY AT THE BOTTOM, PULL THE PEOPLE OFF"**

Assess slide/outside conditions. Instructor will say "good slide".

Command passengers:

**"JUMP, JUMP, DON'T TAKE ANYTHING WITH YOU"**

Assess outside conditions and repeat commands:

**"JUMP, JUMP, DON'T TAKE ANYTHING WITH YOU"**

Due to the limited space in the Entry and Galley areas, once traffic flows begins, move over with your back to the cockpit door.

Continue with commands and assessing conditions

When the traffic flow ceases:

Group will not actually *perform* every step on the checklist, only those indicated.

130-7.1 IN RED  
SAFETY MANUAL  
WE WOULD NOT SAY  
"UNFASTEN  
SEATBELTS COME  
THIS WAY", BECAUSE  
THAT WOULD SIGNAL  
OTHER F/AS TO USE  
THEIR SLIDES.

F/A #1 will not read  
P.A.

Utilize DH/Pax for  
these tasks.

You will follow planned emergency checklist as a group. F/A #1, please read each step of checklist for us.  
**(Instructor: You may have each F/A read a step from the checklist to involve everyone.)**

**Step 1**

F/A #1 will go to the cockpit to obtain the TEST information.

**Q: What does TEST stand for?**

**A: T- Type of emergency, E-Evacuation necessary,  
S- Signal to evacuate, T-Time available.**

**Q: What other information does the F/A need to obtain from the cockpit?**

**A: What door will the rampstands or jetbridge be used at.**

**Q: What would be the signal to evacuate in a sabotage?**

**A: Fasten Seatbelt Sign off and the Emergency Lights on.**

**Q: Would you call the passengers to the exit by shouting "Unfasten Seatbelts, Come this Way"?**

**A: No. You would start sending passengers out as quickly as possible by telling them calmly, "Come This Way" "Go Down The Stairs".**

**Step 2**

F/A #1 advise all F/As.

**Step 3**

Lights to bright - F/A #1.

**Step 4**

P.A announcement.

**Q: Where is your P.A. position? (Ask each F/A to tell you from their manual.)**

**Ask someone to demonstrate the bracing positions.**

**Q: Do F/As brace?**

**A: No**

**Step 5**

Ensure girt bars armed/exit unobstructed.

Have F/A #4 do a window briefing using the DH/Pax as assistants.

Everyone at window exits to observe and follow along in their manuals.

Encourage participation by asking **each** F/A specific questions throughout the exercise. Facilitate briefing as needed.

**Step 6**

Secure aircraft.

**Q: What steps would you take to secure the A/C?**

**A: Clear cabin, secure galley/cabin dividers, lock lavatory doors.**

**Step 7**

Reseat passengers near door exits.

Reseat family members together, if possible.

**Step 8**

Brief/reseat assistants.

**Q: How many assistants do you need for a door exit?**

**A: 2**

**Q: How many assistants do you need for a window exit?**

**A: 1 for each window, total 4.**

**Q: With 4 assistants, do you brief each assistant individually?**

**A: No, take all assistants to one window for the briefing.**

**Step 9**

Collect/stow loose items.

Ask for passenger assistants.

F/A #1 collect items from cockpit.

**Q: Where is your briefing area? (Ask each F/A to tell you from their manual.)**

**Step 10**

Ensure passenger understanding of P.A.

**Q: What questions will you ask the passengers to ensure understanding of P.A.?**

**A: Show me your bracing position?  
Where is your closest exit?  
When will you evacuate?  
Where will you go after exiting the A/C?**

**Step 11**

All F/As advise F/A #1 checklist is complete.

**Q: Should F/A #1 inform the Captain when checklist is complete?**

**A: Yes.**

**Step 12**

No smoking sign turned on/Captain's "Prepare for landing P.A."

F/A #1 make P.A.

All F/As make compliance check and occupy assigned jumpseat.

F/A #1 make P.A.

**Q: Do we use the standard "Prepare for landing P.A."?**

**A: Yes.**

**(Instructor: Have F/A #1 make P.A.)**

**Step 13**

Brace command.

Cockpit to give 250' above ground. F/As repeat if necessary.

**Q: Do F/As assume the brace position?**

**A: No.**

**Step 14**

Command evacuation if necessary.

If time does not permit the completion of the checklist, instructor should emphasize that the checklist **must be followed in order**.

### S80 Drills

Welcome to the S80, my name is \_\_\_\_\_ and this is \_\_\_\_\_. During this module, you will participate in a security exercise which **in addition** to the security classroom module, will complete your one hour of security class time requirement.

On this aircraft, you will complete the following:

- Arm/disarm a door.
- Open/Close either fwd or galley door
- Review the S80/727 window differences and operate window exit.
- Arm/Disarm the tailcone exit.
- Perform a tailcone drill.

### Forward Entry Manual Door Operation

To operate the door:

- Face the door, feet shoulder's width apart.
- Place right hand, knuckles up on the door control handle and left hand in the door assist handle.
- Rotate the door control handle fully in the direction of the arrow.
- Push door until it latches against the fuselage while holding on to the fuselage assist handle (hug the door jamb).

To close the door:

- Squeeze the gust lock (the handle that is half-way down the door seal)
- Pull the door in using the gust lock and fuselage assist handle.

### Window Exit Lecture

Let's review the differences between the S80 and 727 window exits:

As F/A #5, once you reach the forward window exits and determine which exit you will open, you only clear one row of seats.

Armrests are stationary

As you move into the exit row facing aft, bump the seatbacks.

Operate the exit:

- Elbow closest to the window touches the window pane.
- Place the other hand, knuckles down, in the recessed area at the top of exit and pull on handle until it releases.
- Pull exit horizontally onto the armrests, flush against the seatbacks.

**Q: Is it necessary to remove the seat cushion?**

**A: No, the window exit is blocking the removal of the seat cushion.**

**Q: Which seat should you always elevate on?**

**A: The "D" seat forward of the RH window exit.**

If the window becomes blocked, remain elevated and direct passengers to all other usable exits.

Any questions? Please move into an exit, facing aft and operate the window using the correct hand placement.

### **Tailcone Arming/Disarming**

To arm the tailcone, remove the brown barrier strap, place it on the lavatory wall and lower the jumpseat headrest panel. This reveals the plastic cover over the emergency door control handle.

To disarm the tailcone, place the jumpseat headrest panel over the plastic cover and secure it with the brown barrier strap. This strap is to hold the jumpseat headrest panel in place.

F/A TASK

Please arm the door before taking the jumpseat for your drill.



### Tailcone Exit Drill

Arm the Tailcone before taking your jumpseat. Please buckle into your seatbelt/harness. As F/A #2, you would sit on the LH side of the jumpseat. When the aircraft comes to a complete stop, you would come out of your jumpseat shouting:

**“UNFASTEN SEATBELTS, COME THIS WAY.”**

Assess through the small visual assess window.

**Q: At this point, what are you assessing for?**

**A: Fire and smoke. The tailcone is still attached, so you would not be able to check for outside conditions at this time.**

Operate the exit:

- Remove the red protective cover.
- Pull the red/white striped handle toward you with your left hand and rotate it in the direction of the arrow.
- Grasp the white assist strap with your right hand and pull the door in. Ensure the door latches against the lavatory wall.

Raise your ISS.

Assess for a good slide. Keep your ISS up as you move to the threshold of the door and look for the green/silver bolster pillows. The inflated green/silver bolster pillows are your indication of a good slide. You will not hear “good slide” from the instructor.

Move to your protected position with your back against the CC wall.

Prepare the passengers by shouting:

**“DON'T TAKE ANYTHING WITH YOU.”**

Assign two assistants:

**“YOU. YOU. STAY AT THE BOTTOM. PULL THE PEOPLE OFF.”**

Assess again to ensure conditions are still usable.

With your ISS raised, reach over with your left hand and lower the red barrier strap.

Drop ISS.

Command passengers to:

**“STAY ON YOUR FEET. JUMP INTO THE SLIDE. DON'T TAKE ANYTHING WITH YOU.”**

Elevate on the “D” seat in the last row.

Assess conditions and continue commands:

**“STAY ON YOUR FEET. JUMP INTO THE SLIDE. DON'T TAKE ANYTHING WITH YOU.”**

Continue commands until cabin area is clear.

Any questions? I will now do an up-to-speed drill. Please say your commands along with me.

You will disarm Tailcone when you complete your drill.

F/A task