

DOCKET NO. SA-519

EXHIBIT NO. 6I

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

**INTERIOR FLAMMABILITY CERTIFICATION
FOR N215AA**

(4 pages)

American Airlines®

September 22, 1999

Mark George
National Transportation Safety Board
AS-60 Rm. 5353
490 L'Enfant Plaza East, SW
Washington, DC 20594-0003

Dear Mark,

Here is the flammability information you requested. If you need additional information or have any questions, feel free to contact me by e-mail at [REDACTED] or by phone at [REDACTED]. Thanks.

Sincerely,

A handwritten signature in black ink, appearing to read "Tammy Smart", is written over a solid black rectangular redaction box.

Tammy Smart
Flight Safety Investigator
American Airlines



Customer Services

FROM: THE BOEING COMPANY
 SERVICE ENGINEERING
 CUSTOMER SUPPORT
 M/C D035-0035
 3855 LAKEWOOD BLVD.
 LONG BEACH, CA 90846
 206-544-0641 (FAX)
 32-9430 (TELEX)
 LKEBO7X (SITA)
 DSE (DIR CODE)

Customer Distribution
 Attn M/D 849 Tammy Smart

ATTN: R. LEHNHERR - FIELD SERVICE REP

AAL-TUL-99-00103H 20 JUL 99
 ATA 2520-00 MODEL MD-80
 FLAMMABILITY LEVEL CERTIFICATION - RANDY LAWRENCE
 REF /A/ AAL-TUL-99-00215F /C/
 /B/ TELECON THOMPSON - ADDY DATED 09 JULY 99
 /C/ FAA FAR 25.853
 AIRPLANE HOURS/CYCLES
 N215AA/FN1

FOLLOWING MESSAGE SENT TO R. LEHNHERR (FSR-TUL) WITH A COPY TO J. WALKER (FSR-AFW), C. FOX (FSR-DFW-AAL), C. PARAMORE (FSR-ORD-AAL), M. KOCIAN (FSR-R37).

AAL REQUESTS, PLEASE ADVISE THE INTERIOR FLAMMABILITY LEVEL CERTIFICATION FOR FUSELAGE NUMBER (FN) 1111.

FN 1111 WAS DELIVERED TO AAL IN AUGUST 1983. FN 1111 WAS CERTIFIED TO THE FAR 25.853 STANDARD IN EFFECT //PRIOR// TO HEAT RELEASE 100/100 AND 65/65 (FN 1505) AND SMOKE DENSITY (FN 1750) FN 1111 MET 25.853 APPENDIX F, PART 1, PRIOR TO THE NEW FAR REQUIREMENTS: CHAPTER 25, AMENDMENT 25-61, DATED AUGUST 20, 1986.

J.M. THOMPSON/HAUGHEY
 CHRIS HAUGHEY- LONG BEACH AIRLINE SUPPORT MANAGER
 BOEING SERVICE ENGINEERING
 ORGN CP-0L30 M/C D035-0035

20 JUL 99 0712

George Mark

From: Greg Littleton [REDACTED]
Sent: Thursday, October 21, 1999 11:02 AM
To: Donya_Campbell-Pee [REDACTED]; Randy_Lawrence [REDACTED]
Subject: RE: Flammability Report -Forwarded -Forwarded -Reply

Randy, Donya,

I am not aware of any interior modifications to N215 that would have affected the interior flammability. The expansion of F/C relocated the class divider closet from the RH to LH added new divider partition w/ doghouse to LH and added a new F/C seat assy. This is the only difference that I see from the as delivered configuration.

Greg

George Mark

From: Randy Lawrence [REDACTED]
Sent: Friday, October 22, 1999 10:28 AM
To: Tammy_Smart [REDACTED]m
Cc: donya_campbell-peek [REDACTED] femon_clark [REDACTED]
greg_littleton [REDACTED]
Subject: RE: Flammability Report -Forwarded -Forwarded -Reply -Forwarded

Tammy:

See Greg's comments attached. This particular aircraft had the least restrictive type of interior flammability requirements (because of its age).



RE: Flammability
Report -Forw...

Randy