



**NTSB** National Transportation Safety Board

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*Office of Aviation Safety*

# Survival Factors

Cindy Keegan



# Non-Revenue Pilot Opens L1 Door

- Non-revenue pilot stated that he pulled manual inflation handle only
- Both manual inflation and slide release handles found on the cabin floor

**PULL**  
TO INFLATE

1252346584  
1-74



**BFGOODRICH**  
PHOENIX, ARIZONA

**FOR DITCHING ONLY**  
**TO RELEASE SLIDE**

1. LIFT FLAP
2. PULL HANDLE



**PULL**  
TO INFLATE

1-74 125234658d  
K. Smith



**BFGOODRICH**  
PHOENIX, ARIZONA

**FOR DITCHING ONLY  
TO RELEASE SLIDE**

**PULL**

# Reviewed L1 Door Error

- FAA training regulations
- Memphis FedEx training facility

# Federal Regulation

- Title 14 CFR Part 121.417:
  - operate each type emergency exit
  - use the actions and forces necessary to deploy the slide
- FAA legal interpretation:
  - both flight and cabin crewmembers require hands-on training with the manual inflation handle



Airplane Door Sill

FedEx door trainer without girt flap

FEB 4 2004



Airplane Door Sill

FedEx door trainer with girt flap

FEB 4 2004

# POI Guidance

- FAA Order 8400.10, Air Transport Aviation Inspector's Handbook:
  - POI to ensure training device accurately represents the operation of the doors, slides, and rafts

# Differences in Guidance

<b>Flight Crew</b>	<b>Cabin Crew</b>	<b>Door/Slide Training</b>
<b>X</b>	<b>X</b>	Open and close door in the normal and emergency modes
	<b>X</b>	Door handle positions and operation are accurate
	<b>X</b>	Replicates same actions and forces needed to deploy the slide
	<b>X</b>	Is equipped with manual inflation handle
	<b>X</b>	Operate manual slide inflation system to ensure slide/raft inflation

# POI Interpretation of Part 121.417

- FedEx crewmembers were not required to use manual inflation handle

# Findings

## FedEx Training Program

- Did not comply with regulations:
  - Did not require hands-on training using the manual inflation handle
- POI did not have adequate guidance to approve FedEx emergency door training

# Survival Factors Findings

- Inadequate flight crewmember training
- Door trainer compliance



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