DISPOSITION OF PUBLIC COMMENTS ON DRAFT POLICY STATEMENT ANM-03-111-07,
TESTING OF FLIGHTCREW OXYGEN MASKS FOR TRANSPORT CATEGORY AIRPLANES

Commenter	**Comment**	**Disposition**
Cessna Aircraft Company, United Airlines, American Airlines, Air Transport Association	Concur with the proposed policy.	None required.
American Airlines, Air Transport Association	The guidance in the policy should be incorporated in AC25-17A, "Transport Cabin Interiors Crashworthiness Handbook"	The FAA disagrees with this comment. The guidance in the policy statement only relates to requirements in § 25.1447(d) for oxygen dispensing units for flight crewmembers on flight deck duty, when seated at their stations. This does not include systems for use in the cabin area of the airplane.
Transport Canada	It should be assumed that crews in actual depressurization events will not be recently trained or otherwise well practiced in donning the oxygen mask. Because repeated donning trials can contribute to a significant practice effect, the test procedure should be based on a single trial for each of a number of test subjects. Otherwise, with a procedure involving multiple trials per subject, there should be some margin between the criterion average donning time and the five second requirement to allow for the benefit of practice. Four seconds is offered as a suitable criterion.	The FAA agrees that crewmember performance in an actual depressurization event may be different than that of a test subject based on a number of factors to include recency of training. However, the intent of this policy is not to simulate all the conditions of an actual depressurization event, but rather provide an acceptable and repeatable standard through which compliance to the regulation may be measured. The logistical cost of requiring multiple individuals, each performing a single donning, outweighs any likely benefit. Reducing the allotted time as suggested cannot be justified on a regulatory basis. We feel the proposed success criterion of not only the average donning time , but also 80% of the donning events completed in 5 seconds or less, addresses this comment.
B/E Aerospace	The policy statement should indicate that the use of a flight deck simulator in lieu of the actual airplane may also be acceptable.	The FAA agrees that use of a flight deck simulator that accurately reflects the proposed design is acceptable for showing compliance with § 25.1447(c)(2)(i). While the policy statement does not preclude this, and was not intended to discourage the use of an adequate simulation facility rather than conducting the donning testing in the airplane, we agree that explicitly stating that this is acceptable may reduce potential confusion or uncertainty. Accordingly, the policy statement has been revised to incorporate this suggestion.

Boeing, Raytheon, B/E Aerospace	Conducting mask donning test while wearing headset is inappropriate for a policy statement because it represents a new requirement that changes the level of safety in the regulation. Also the test success criteria do not address the effect of donning the oxygen mask on the headset.	The FAA agrees with these comments. As these commenters note, the regulation explicitly requires the ability to don the mask without disturbing eyeglasses, but makes no mention of headsets even though they were prevalent at the time the rule was drafted. The policy statement has been revised to remove guidance requiring headsets.
Raytheon	Raytheon identifies a number of questions about how headsets are to be accommodated in the donning test, and what effect headset considerations should have on the success criteria.	The policy statement has been revised to remove guidance requiring headsets.
Raytheon	Raytheon questions whether the FAA intends to dictate which hand a pilot should use to don the oxygen mask. The draft policy stated that donning trials should begin with one hand on the flight control and one hand on the throttles. This suggested that the hand on the throttles should be the one to be used to don the mask. Can the other hand be used to remove the headset?	The policy statement has been revised to allow either hand to be used to don the mask.
Boeing, B/E Aerospace	The policy should include provision in the test procedure guidance for eliminating anomalous trials from consideration as to whether the test has been successful.	The FAA agrees that events may occur during donning test that could invalidate one or more test trials, such as an error by the timer operator. The policy statement has been revised to acknowledge that such events should not be included in compliance determination, and to provide guidance on how they should be documented.
Boeing, B/E Aerospace	The commenters state that the criterion of 4 out of 5 (80%) successful test events is significantly more conservative than current practice.	The FAA disagrees with the comments that the test success criteria should be less stringent than those described in the policy statement. There appears to be uncertainty or confusion about the importance for compliance with § 25.1447(c)(2)(i) of the design of the oxygen mask stowage provisions. Accordingly, the FAA had added guidance stating that when a change is proposed to the means for stowing the mask, as well as changes to the mask itself, the applicant should show that the new design complies with the 5 second donning time requirement.

Boeing	Boeing states that the policy should be revised to make it explicit that observer positions are not subject to the 5 second donning requirement.	The FAA does not agree since the observer positions may be utilized by flight crewmembers (e. g., check airmen). AC 25-22 provides the following guidance regarding observer positions: "The FAA considers a representative of the Administrator, occupying the first observer's seat and performing official duties, to be a required crewmember. This designation also applies to a company check airman, or other person performing official duties relating to the performance of the crew or operation of the airplane. This person would be expected to interact with the captain and other flight crewmembers, in addition to his or her normal duties relating to enroute inspection and surveillance. For these reasons, it is important that the occupant of the observer seat be provided with the equipment necessary to perform his or her function, e.g., oxygen, protective breathing equipment, and communication via a radio and interphone panel which is the same type equipment provided to the flightcrew." In addition, the occupants of these seats are frequently assigned duties during in flight emergencies,. Further, their incapacitation could interfere with the minimum flightcrew. Had § 25.1447(c)(2)(i) intended to apply only to the minimum flight crew, as defined in § 25.1523, it would have used that phraseology. In considering this comment, the FAA added additional clarification regarding mask donning tests at other crewmember positions. The policy has also been amended to allow the use of operational pilots for these tests.
Boeing	Boeing recommends deletion of the policy guidance that testing may be conducted in daytime lighting conditions unless retrieving the mask could be more difficult in nighttime lighting conditions. Boeing states that this exceeds the regulatory requirements and will lead to excessive subjectivity in compliance determinations.	The FAA disagrees that this guidance exceeds the regulatory requirement. While § 25.1447(c)(2)(i) does not explicitly state that the 5 second donning criterion is applicable for nighttime lighting conditions, it also does not state or suggest that the requirement is only for daytime lighting. Accordingly, the requirement establishes a level of safety applicable to all reasonably foreseeable conditions, not explicitly excluded, and are not arbitrary and capricious (e.g., requiring an incapacitated crewmember to meet the donning requirement). The FAA also disagrees that this guidance allows an unacceptable degree of subjectivity in determining the acceptability of an applicant's proposed method of showing compliance.