

According to the NPRM "Incidents Involving Insulation Materials" shows CAAC reported three incidents of interior fires that occurred in China in 1994 and 1995.

Those incidents involved Mc Donnell Douglas and Boeing airplanes and were caused by electrical problems or inappropriate maintenance actions.

In each of those cases, physical damage to the airplane was minimal, but there was clear evidence that the fires had propagated on the insulation.

This means the unsafe condition for the flammability of Boeing airplane and Mc Donnell Douglas airplane is quite the same.

Does the insulation installed on the Boeing airplane mentioned above pass the new flammability standard and the insulation installed on Mc Donnell Douglas airplane mentioned above fail the new flammability standard?

If so, I understand the AD2000-11-01 and 2000-11-02 is specific for Mc Donnell Douglas airplanes and FAA treat Boeing and Mc Donnell Douglas airplane differently.

I believe FAA should handle Boeing airplane evenly with Mc Donnell Douglas airplane in insulation flammability point of view.

Therefore, if FAA is going to treat the insulation blanket issue for both Boeing and Mc Donnell Douglas airplanes the same, FAA should cancel AD 2000-11-01 and 2000-11-02.

If not, FAA should change the compliance of these AD for Mc Donnell Douglas airplanes to attrition basis (Attrition basis means when installing the blankets as replacement for tear, etc.) .

Question:

1. Does the insulation installed on the Boeing airplane mentioned above pass the new flammability standard and the insulation installed on Mc Donnell Douglas airplane mentioned above fail the new flammability standard?
2. Does FAA cancel the AD 2000-11-01 and 2000-11-02 or change their compliance to attrition basis similar to this NPRM?
3. Is FAA going to issue an AD for Boeing airplane similar to the AD 2000-11-01 and 2000-11-02?
4. I would like to ask the reason why FAA handles Mc Donnell Douglas and Boeing airplanes differently (e.g. Political pressure, , ,).
5. In case of the flammability requirement for the insulation blankets on Mc Donnell Douglas airplane is duplicated, please let me know the relation between AD2000-11-01, 2000-11-02 and new flammability standard mentioned in this NPRM.