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# **Cabin safety information: Passenger baggage retrieval during aircraft emergency evacuations**

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## List of Abbreviations

AC	Advisory Circular
AIR-600	Aircraft Certification Service, Office of Policy, and Innovation
ARC	Aviation Rulemaking Committee
CFR	Code of Federal Regulations
FAA	Federal Aviation Administration
FDS	Fire Dynamics Simulator
FSEG	Fire Safety Engineering Group
GAS	General Adaptive Syndrome
H.R.	House Report
M&S	Modeling and Simulation
NTSB	National Transportation Safety Board
ORCA	Velocity Space-Based Model
SF	Social Force
TPB	Theory of Planned Behavior



## Abstract

This project was requested by AIR-600 to partially develop a response to National Transportation Safety Board (NTSB) recommendation A-18-9. This project reviewed published literature on the topic of passengers taking baggage during an evacuation. It includes reports from federal agencies for instances of passengers taking baggage during evacuations and self-reported passenger opinions concerning videos of passengers taking baggage during evacuations. This project also included a review of computer modeling literature to analyze the potential impact of baggage retrieval on evacuation times. This project included contract support for a computer-modeled evacuation study that included passengers taking baggage. The results of the modeling study are included in this report. This modeling study showed that there are many factors influencing how much impact passenger baggage retrieval may have on an airplane evacuation; however, consistent with previous recommendations, the modeling study shows that, generally, passenger retrieval of baggage slows down an evacuation. Limitations and recommendations for future modeling projects are discussed in the attached modeling study.

## Introduction

The Federal Aviation Administration (FAA) is continuously monitoring and assessing accidents and incidents affecting passenger safety. Passengers retrieving and taking baggage with them during an evacuation has long been a concern of the FAA. Recent airplane evacuations, either precautionary or due to an accident or incident, have increasingly included passengers taking photos and videos during airplane evacuations and posting those to social media platforms (Chicago Sun-Times, 2017). While this has been something of a boon for accident investigation and cabin safety research, it has also led to an increased awareness of passengers taking any kind of carry-on with them during an evacuation with a broader audience. This increased awareness, including a recommendation (A-18-009) by the National Transportation Safety Board (NTSB), has subsequently led to a push for the FAA to take a deeper look into this issue. The FAA's Aircraft Certification Service, Office of Policy and Innovation (AIR-600) requested this research as part of the effort to respond to the NTSB recommendation.

Federal regulations require that airlines provide safety briefings (e.g., briefing cards, video briefings, and oral briefings) to passengers to inform them of routine and emergency safety procedures onboard transport-category aircraft (14 CFR 121.571, 125.327 & 135.117). One component of these briefings is to instruct passengers to leave baggage behind during any kind of non-standard egress from an airplane (commonly referred to as non-emergency rapid deplaning, precautionary evacuations, or emergency evacuations), depending on the severity of the event and reporting standards. Advisory Circular (AC) 121-24D - *Passenger Safety Information Briefing and Briefing Cards* provides updated information regarding the items that are required or recommended content in oral passenger safety briefings and on safety information briefing cards. One section of this AC states, "The contents of briefings and safety cards should ensure that clear instructions are given to 'leave carry-on baggage behind' in the event of an evacuation, and the potential consequences of not doing so are included and embedded in passenger awareness" (2019, p.7). Furthermore, it states, "Passengers must be reminded to leave carry-on baggage behind during an emergency evacuation. Carry-on baggage during an emergency egress can put other passengers at risk by delaying passenger egress, injuring passengers, obstructing the exit, or potentially damaging an evacuation slide"



(2019, p.7). Recently, there have been multiple aircraft emergency incidents where there is a concern that passengers are not paying attention to the safety briefings and/or following the procedures and instructions of the crew.

In the recent aircraft emergency of American Airlines Flight 383, passenger media posted online shows passengers evacuating from all usable exits with carry-on baggage (Chicago Sun-Times, 2017). The NTSB (2018) reported that a flight attendant tried to stop a passenger from taking their baggage during the evacuation. The passenger refused to follow the crew's commands, and the flight attendant was forced to relent to continue the evacuation. Following this incident, the NTSB issued safety recommendation A-18-9 that called for the FAA to "Conduct research to (1) measure and evaluate the effects of carry-on baggage on passenger deplaning times and safety during an emergency evacuation and (2) identify effective countermeasures to reduce any determined risks and implement the countermeasures" (National Transportation Safety Board, 2018, p. 78.). This and other similar incidents and their related public reporting and subsequent outcry led to the addition of several items to the FAA Reauthorization Act of 2018 (H.R. Rep. No. 115-204, Sec. 337, 2018), calling for research into methods to mitigate or eliminate future occurrences of these events.



**Figure 1: American Airlines Flight 383 (Chicago Sun-Times, 2017)**



**Figure 2: British Airways Flight 2276 (Thomas, 2016)**

Using modeling and simulation (M&S) and a review of real-world events, this project aimed to help meet the NTSB recommendation to investigate the impact of passengers retrieving baggage/luggage in an evacuation. This report reviewed published literature concerning passengers taking baggage during evacuations, self-reported passenger opinions in



response to videos of passengers taking baggage during evacuations, and studies using modeling to simulate M&S evacuations with passengers retrieving baggage.

## Literature Review

### Reporting

An NTSB Safety Study (NTSB/SS-00/01) from 2000 investigated 46 accidents between September 1997 and 1999 involving 2,651 passengers. Out of 419 passengers who reported bringing carry-on baggage, 208 reported attempting to evacuate with their baggage. The NTSB investigators indicated:

“The primary reason that passengers stated for grabbing their bags was for money, wallet, or credit cards (111 passengers). Other reasons included job items ([n =] 65), keys ([n =] 61), and medicines ([n =] 51). Most passengers exited the airplane with their bags” (p. 67).

The NTSB also reviewed flight attendant training materials from 15 carriers. The board found that one of the ways to address this issue was by shouting a specific command (such as “leave everything”) to inform passengers to leave their baggage. Some carriers also go further by explaining the importance of the commands. At the time of the NTSB review, no training was found to be in use for cabin crew to mitigate the effects of non-compliant passengers during the evacuation. The NTSB recommended that the “FAA should develop advisory material to minimize this problem” (p. 68).

Butcher et al. (2018) published a paper, “Emergency Evacuation of Commercial Passenger Aeroplanes,” investigating several accidents where passengers had taken carry-on baggage during an evacuation. Although the researchers did not find a fatality directly related to passenger baggage retrieval, a trend was noted that passengers did not adhere to the safety materials and briefings to leave their baggage. The report stated, “It would appear that cabin crew have little control over passengers who insist on taking cabin baggage with them in an evacuation. Perhaps it is only a matter of time before an evacuation occurs when the issue of cabin baggage becomes a survival factor” (p.47).

In response to Section 337 of the FAA Reauthorization Act of 2018, the FAA chartered the Emergency Evacuation Standards Aviation Rulemaking (ARC), which met between October 2019 and May 2020 and included various aviation stakeholders. The ARC reviewed 292 aviation incidents and accidents that occurred during a 10-year time frame, and in 2022, produced a report to Congress titled “Aircraft Cabin Evacuation Procedures” (FAA, 2022). In the report, 39 of the 292 incidents and accidents reviewed indicated that passengers took baggage during the evacuation. The report to Congress stated, “No clear examples existed in the accidents the ARC reviewed that noted a measured delay in the evacuation time due to passengers taking carry-on bags with them during the evacuation. Nonetheless, the FAA recognizes that delays that result from passengers retrieving carry-on baggage could introduce risk” (p. 13). Further, “The FAA recommends revising Advisory Circular 121-24D, titled ‘Passenger Safety Information Briefing and Briefing Cards’ to include a new paragraph recommending that pre-flight safety announcements and pre-landing safety announcements include instructions that all carry-on baggage is left on the aircraft if an emergency occurs during either takeoff or landing” (p. 13).

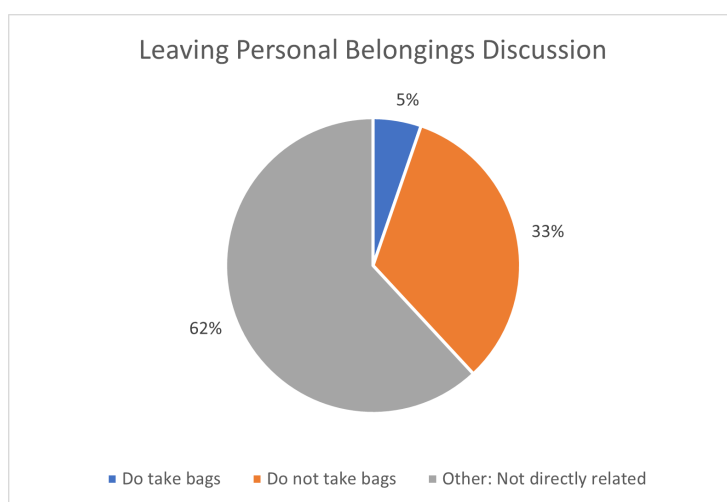


## Public Opinion

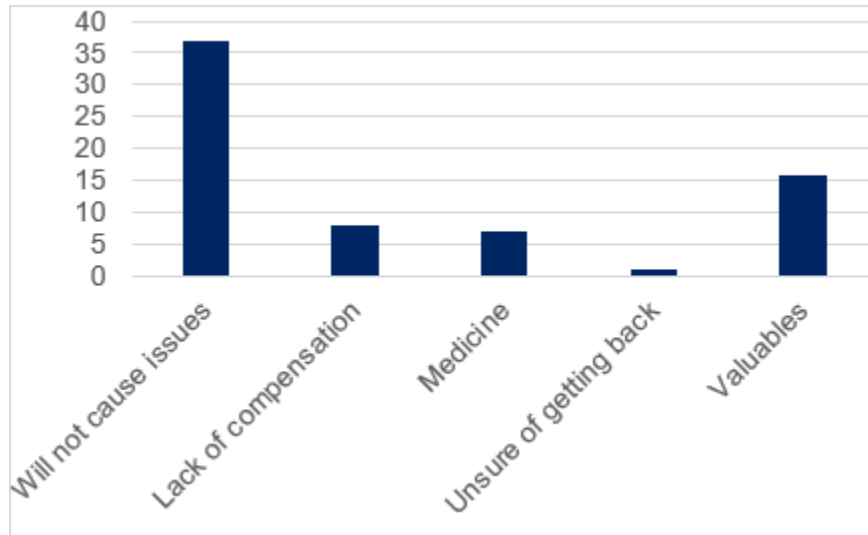
When looking at the issue of taking baggage during an evacuation, it is crucial to evaluate the reasoning behind why passengers are grabbing their baggage. One way to investigate this reasoning is to analyze public comments on these events. In this portion of the literature review, studies of passenger opinions and remarks posted on videos (YouTube) of actual evacuations were examined.

A press release by the Royal Aeronautical Society (2018) detailed a study conducted by ComRes and reported that “around a third (35%) of [United Kingdom of Great Britain and Northern Ireland] passengers travelling by air say that they would retrieve and take with them some of or all their possessions during an emergency evacuation with an immediate threat to passengers despite operators’ instructions not to do so” (p.1). Investigators noted that if there was an evacuation with an immediate threat to passengers, 61% would take nothing with them except what was in their pockets, 23% would take valuables within reach, and 6% would take all their belongings. However, if there was no threat, 75% would retrieve some belongings, 29% would collect all belongings (including cabin baggage), 31% would only take valuables within reach, and 20% would take nothing except what was in their pockets. It was also reported that “77% of passengers would expect to take some of their belongings with them in at least one of these emergency evacuation scenarios despite flight crew instructions not to do so.” (p.1).

Breeding (2023) took a different approach by reviewing comments posted on YouTube videos of actual aircraft emergencies. Through qualitative analyses of the public comments, many of the topics seem to align or corroborate with the findings from other studies. Figure 3 is a breakdown of the public comments stating percentage of commenters who would/would not take their baggage in a similar situation (the other category refers to those comments where the commentor did not indicate whether they would take their baggage during an evacuation). Figure 4 is a breakdown of the reasons provided by those commentors who said they would take their baggage.



**Figure 3: Leaving personal belongings**



**Figure 4: Count of Commenters by Reasons to Take Bags**

Appendix A is a table of the detailed comments people posted to videos on YouTube of actual footage of passengers taking their baggage during an evacuation.

Respondents often indicated that they would take baggage because of valuables (e.g., money, portable electronic devices, personal documentation) and medications. Also, people commented that they were more likely to grab a bag or backpack under the seat in front of them than to open the overhead storage compartment and grab larger baggage. Future research could be performed to investigate if taking a small bag from under the seat is as harmful, either perceptually or functionally, as taking the time to open a compartment and grab large baggage.

## Modeling and Simulation

Research and certification efforts involving evacuations of real or simulated aircraft cabins can be dangerous to participants and pose ethical issues for the safe collection of data and the protection of human participants. Airplane evacuation M&S software has long been investigated as a safer and possibly more robust tool for the evaluation of an airplane's ability to safely evacuate passengers in research and has been looked at for use in replacing human trials in airplane certification efforts. This section will review several studies that used M&S.

Best et al. (2014) used a pedestrian simulation system (Ped-Air) to model the evacuation of an aircraft. This project used two specific models of navigation algorithms. One was a social force (SF)-based model, and the other was a velocity space-based model (ORCA). They also incorporated a symmetry-breaking algorithm—Right of Way, a simulation of dynamic crowd behaviors—and general adaptive syndrome (GAS) theory. The simulation looked at both unloading and evacuating. Baseline unloading testing was completed with 158 passengers evacuating from a single-aisle aircraft with no passengers needing assistance and no carry-ons. Neither the ORCA nor SF simulation achieved the evacuation within the maximum simulation

time frame (600 seconds); however, the ORCA, including the Right of Way, was able to evacuate in 481.94 seconds. Baseline evacuation testing was also completed.

With 158 passengers evacuating from a single-aisle aircraft and with no passengers needing assistance and no carry-ons, this baseline also included a stress model, GAS. The maximum time allocated was 120 seconds, with only one model able to complete the evacuation in that time frame. The ORCA, with Right of Way and GAS, evacuated in 89.89 seconds, just under the 90-second time limit chosen by the researchers. This project detailed the development of the Ped-Air model for potential use in airplane evacuation research and certification with further verification and validation and could be used to simulate evacuations with baggage with additional work.

Johansson (2019) conducted a study on the impact of luggage on aircraft evacuations during certification trials. This study looked at two evacuation models, Pathfinder and FDS + Evac. Six scenarios were simulated using an Airbus 320 aircraft, including deplaning with and without luggage. For both models, deplaning with luggage increased evacuation times.

Lee (2021) completed two studies on the effects of passengers taking carry-on baggage during an evacuation. The first study used a model (AnyLogic) to simulate an evacuation. This model examined the effects of the percentage of passengers taking on carry-on baggage and how that affected evacuation time. It was found that the evacuation time was shorter for the simulation where no baggage was taken versus the simulation where the baggage was taken at a 50% or 80% rate. The second study focused on the theory of planned behavior (TPB) and looked at a passenger's intention to evacuate with carry-on baggage. Lee found that "The results indicated that attitude was the significant determinant of a passenger's intention to evacuate with carry-on baggage. The factor of 'perceived risk' was not supported, but the results showed that the opposite effect of the hypothesis was significant" (p. v).

Hodgson et al. (2023) conducted a study that used the Pathfinder software application to model the evacuation of a Boeing 777 aircraft that incorporated baggage retrieval. This simulation was validated against the aircraft's certification trial. The simulation measured evacuation times against the proportion of passengers carrying baggage (from 0% carrying baggage up to 100% carrying baggage at 10% intervals). The software allowed for the introduction of "profiles" of the passengers, which included a "bag grab," which simulated a passenger taking their baggage. The researchers concluded that "even relatively low levels of baggage collection can significantly impact evacuation time, especially in the case where an aircraft is full to capacity" (p. 18).

## Current Modeling Efforts

During the literature review, it was concluded that there was a need for further modeling studies that focused on the impact of luggage retrieval on emergency airplane evacuations. After reviewing the literature, a project was conducted using evacuation modeling to explore some of the questions the FAA still had about the effects of people taking baggage during an evacuation, specifically mimicking evacuation patterns historically seen in accidents rather than certification evacuations. To accomplish this, the FAA contracted with the Fire Safety Engineering Group (FSEG) at the University of Greenwich to model evacuations with various percentages of passengers taking baggage during a typical accident evacuation using the



airEXODUS program. This modeling effort (Galea et al., 2024) was based on a generic single aisle aircraft representative of the most common transport category airplanes (Airbus A320/Boeing 737) with two pairs of Type-C exits, two pairs of Type-III overwing exits, and seating for 180 passengers and five crew members.

To represent exit combinations typically found in accidents, the scenarios used for the model included half the available airplane exits, but they were not evenly distributed. This modeling effort included four scenarios: a control case in which no passengers retrieved luggage and cases where 25%/50%/75% of passengers retrieved luggage from an overhead bin during the evacuation. This modeling effort found that both the location of luggage retrievers and the number of passengers retrieving luggage increased the total evacuation times.

## Discussion

This report was intended to assist in answering NTSB recommendation A-18-9 to review existing literature and contracted for new information to quantify the impact of passengers retrieving baggage during an evacuation. Both information from the literature review and the contracted M&S study showed that baggage retrieval, like any other action that is not actively moving towards and through the exit during an evacuation, does tend to increase overall evacuation time. Other factors, such as where the baggage retriever is in the evacuation queue may further increase the overall evacuation times. Overall, though, it appears that passengers retrieving baggage from overhead bins would be less than ideal for an efficient airplane evacuation.

## Limitations

There are several limitations inherent to the reviewed and contracted modeling effort that may benefit from future research to clarify their impact or to improve future modeling efforts. First, there is an assumption in these models (and the perception of the real-world impact) that passengers are delaying the airplane evacuation by retrieving baggage from the overhead bins rather than just retrieving carry-on items stowed under the seat, which can include backpacks and large non-rigid bags. While there may be an impact on the evacuation from the physical presence of such carry-on items, there is the possibility that they would not affect the evacuation to the same degree as a passenger stopping in the aisle and impeding the flow of the evacuation to retrieve a bin-stowed piece of baggage. Additionally, at least in the contracted modeling study, there were no available data for the projected movement speed of passengers hauling baggage or other items with them down the aisle. Next, there is the baggage retrieval time itself; mentioned in the attached report is the fact that the modeled baggage retrieval time was based on a previous, non-evacuation-setting research effort that may not be representative of passengers retrieving baggage in an emergency or evacuation situation. Finally, there are no available data on evacuation slide usage times that include passengers with luggage to include in the model, which may have a significant effect on the overall evacuation time itself.



## Conclusions

Based on this review and the contract modeling effort, it can conclude that the retrieval of baggage from overhead bins during an evacuation, much like other things that impede the flow of passengers to and through the exits, increases the time required for the complete evacuation of a transport category airplane. Should further research into quantifying the impact of baggage retrieval on airplane evacuations be required, it is recommended that the limitations and assumptions discussed previously be addressed to develop a more accurate representation of other factors that may impede or mitigate the effect of passengers retrieving baggage during an evacuation. Specifically, research should be conducted on the impact of passengers taking their carry-on baggage stowed under the seat that may be retrieved without interrupting the flow of traffic, unlike the models reviewed in this project. Research would also be required to quantify the impact of larger luggage items and passenger movement speed down the aisle to add to the validity of models reviewed in this paper.

Overall, it is recommended, based on this and other efforts, to invest future efforts into preventing passengers from retrieving baggage during evacuation situations. There are several possible mitigation strategies that could be explored: physical controls such as lockouts on overhead bins; operational controls such as removing fees associated with stowed baggage; improving communications during evacuations; and improving airplane passenger education about the possible risks that baggage retrieval may have on their and other passengers' safety during an evacuation.





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## Appendix A

Comment	Keywords or Concepts
Cant blame em, what if someone wanted to give their money to someone but they put it in that bag?	money in the bag
What if you were holding your carry-on already, you would just leave with it	already holding carry-on, just leave with it
So while if I'm already holding my luggage i should just put it up and take time up and stop people from exiting? You are the reason people die in crashes with that mentality	already holding luggage, put it up and stop people from exiting
If you're at the back maybe, while everyone else is getting off grab it	if in the back, everyone else getting off
the last person maybe while waiting for others but they should yes	last person while waiting
Well if you have a back pack near your feet no issue taking it. It is only an issue if it is overhead luggage.	backpack at feet is fine, not overhead luggage
OML If you can grab your luggage without risking peoples lives then do it! Your luggage contains IDs and Cell phones. If it delays people then don't do it but if you can do it without delaying people do it.	if it doesn't risk lives take it, contains IDs and cell phones, if it delays don't do it
I never <REDACTED> said that. I said if its SAFE to do it and if it wont impact the Evacuation as well as if you already have it. Further more the Deaths were caused by the landing and smoke inhalation as they landed. 0 Deaths were because of the fires	take bags if it is safe, deaths were caused by landing and smoke
I often fly with my backpack between my legs. In the case of evacuation I would likely carry it out with me. It wouldn't delay anytime. If I felt it would, I wouldn't grab it. Some people have a bag on their lap. You won't save a second by not bringing it. Don't be so judgement if everyone, some people have had their luggage in hand by the time the event occurred. If it isn't large and isn't tucked away, basically already in your possession, why wouldn't you bring it?	back pack between legs, would carry it out, would not delay time, not large or stowed why wouldn't you bring it
no one burned to death in this crash, they died from the inhalation of smoke. The deaths of the people is a tragedy. But the people who are carrying mobile devices, tablets and bags (not large luggage) which have no impact on the evacuation are not at fault for those deaths.	smoke inhalation deaths, tragedy, those with mobile devices and bags not luggage are not at fault
I don't see what's wrong with that. They're not leaving people by taking their luggage lol	not leaving people by taking luggage
What is the problem with having a backpack in your arms	problem with backpack in arms



Comment	Keywords or Concepts
They may have had their tablets in their hands or be sitting with a bag in their lap. You save no time by grabbing it or not. I agree with any other carry on though. If it isn't already in your possession, if it takes any time to grab. Then don't. But I've flown with my bag between my legs before and can promise I can exit that plane in the same amount of time with it in hand as without it	if not already in your possession and takes time to grab then don't, fly with bag between my legs and it would not cause issues
That's complete ignorance. You don't even know the inside of that plane. Maybe they already had luggage in their hands. Even if it was in the ceiling It wouldn't even delay anyone.	may already have had luggage in hand, even in overhead it wouldn't delay anyone
If you're holding it or its in the seatback pocket what's wrong with taking it? It's a valuable item probably with sentimental value like photos - and it in no way slows down the evacuation. I would do the same - as most people would	if holding or in seatback pocket what is wrong with taking it, probably sentimental, does not slow evacuation, would do the same as most would
Some people's entire work career might be in their laptop in their suitcase. If they lose that laptop or whatever papers are in it they could lose a priceless amount of stuff that took them months or years to create	some people's entire career might be on laptop or in suitcase, could be a priceless loss
I doubt any of them reached in the overhead for their stuff.. surely it was already on their lap. You're not saving anything by not grabbing it. I didn't see any suitcases coming out. Tablets and handbags really don't make a difference in time for evacuation if you're already holding it	doubt any reached in overhead, already on lap, not saving anything by not grabbing, didn't see any suitcases, tablets and handbags don't make a difference
You really think they Risk other people's lives by taking luggage? You're Imagining them then standing in the middle of the path holding people up. That's ignorance	ignorant to think they risk others' lives by taking luggage, imagine them standing in the middle of the aisle holding people up
This but everyone else fixated over people with their belongings. Mine is usually under my seat so I'm taking it	fixated over people with belongings, mine usually under seat so I'm taking it
To be fair... some were probably holding their purses already. Kinda stupid to bring the bag but it could be a natural reaction. As for taking the pictures, I see no issue. If they're off the plane and at a safe distance from it, what's the problem? I know a few people recorded when they were still close to the airplane, but it was because they didn't think to back away at all (stupidity or shock). They weren't staying close just to get a better video..	some were probably holding their purses already, stupid to bring a bag, could be natural reaction, no issue with taking pictures if at a safe distance



Comment	Keywords or Concepts
yeah I can under stand if you grab a bag or anything like that that's under the seat in front of you like a small animal crate with an animal but wasting time to get your bag out of the overhead bins yeah no your basically gonna kill hundreds of people if you do that	grab bag or anything similar from under the seat, small animal crate or animal, not getting bags out of overhead bins, going to kill hundreds of people if you do
You don't even know what happened there. Taking their bags doesn't even delay anything	don't know what happened there, taking bags doesn't delay anything
So what is the reason to take luggage? Maybe there is a need for some clarification of the procedure after leaving everything (including passports) how to get it back? Maybe it looks too safe?	reason, clarification, looks too safe
I would say if you accept that premise, then shoving anyone who opens a bin into the seats that they came from would be perfectly acceptable. On the other hand I forget which airline it was (American or United probably) but I noticed one of the "safety cards from the pocket in front of you" did mention that passengers SHOULD bring their prescription medicines with them in a small pocket book or tote bag held in front of you.	shoving, acceptable, bring medicines, small pocket book or tote bag
You think i want to lose my expensive laptop or what??	expensive laptop
I have thought a lot about this, let me tell you! The thing is that I need to travel with my medicines in my hand-luggage (I must not lose them). I can lose all my luggage...just not my medicines). It's a life/death situation). -I usually keep them in a small (extra) shoulder bag. Would I take it ? - Hmm...difficult problem. I guess it would depend on the situation. -Cheers, frequent flyer from Iceland	medicine, depends on situation
i think in that situation I'd make sure my medicines are in a handbag that wouldn't have to go on an overhead bin. I always get a window seat anyway, so by the time the people next to me evacuate I will have grabbed the small bag with the medicines and not cause a blockage of the people trying to evacuate behind me. Besides, I assume if you have important medicines that you lost due to the evacuation, people from the rescue teams wouldn't hesitate to bring you replacements. :))	medicine, keep near, not cause a blockage
solution is to take a couple of days worth of medication and put them into one bottle (they have actual small holders, too ). I keep that in my purse or pocket and always with me. The rest of it goes in my carryon, but I feel secure knowing I have enough to get by until I can get to a pharmacy.	medicine, keep near



Comment	Keywords or Concepts
Direct your rage to the airline that won't pay to replace any personal effects that are damaged or destroyed as a result of an accident It's human nature to minimize personal loss	minimize personal loss
what about data that cannot be replaced, what if you don't have the money to replace the hardware	cannot be replaced, money, hardware
airlines tend to do everything in their power to avoid paying for passengers devices	avoid paying
are you going to pay for everyone's stuff? Because the airline sure as hell won't, and I don't have \$3500 just laying around to replace my high end laptop, not to mention the bureaucracy and fees associated with replacing ID cards and passports (especially if you are in a foreign country)	replace, fees
precisely, I'm lucky, I have home insurance that will pay for up to \$2000 of personal items that are lost, stolen, or damaged while I'm out of the house, but that will only cover my phone and a few other things, my laptop is \$3500, and is outside that coverage Hence why if I were in that situation, I'd still be grabbing my backpack from under the seat before I leave the aircraft (and since I'm always in a window seat, that can be done without slowing anyone down, by I bet you would still find some reason to complain about it)	insurance, grabbing my backpack, without slowing
If I'm travelling with a laptop, I'll usually be working from it. So it's going to take me longer to put it away than just grab laptop bag to "stuff and go". Passport will be inside that bag also. Chip enabled passport is not going into my wallet. Crease the passport and you can be done, until you get a replacement.	stuff and go, passport, grab laptop bag
generally you won't be using your laptop in the 10 minutes between the cabin announcement and the plane landing, so it would already be packed up, so again, I'd just grab the bag from under the seat, and then leave the aircraft It makes ZERO sense to leave it when me grabbing it won't slow me or anyone else down	under the seat, grab the bag, won't slow me or anyone else
You are right, but It will not be in the overhead bins either. So I'm won't be holding anyone up. I think we are on the same page, just some confusion in the text.	will not be in the overhead bins
you would be surprise the number of people needing medication to live. I don't blame them.	medication to live, don't blame



Comment	Keywords or Concepts
Umm, no. Not that simple with the various wrinkles which medical insurance, even Medicare, have thrown in to the process. And even greater wrinkles if any medications qualify as any kind of controlled substance.	medical insurance, medications
as a type 1 diabetic I NEED the stuff in my hand luggage to survive so thanks for saying that	need the stuff in my hand luggage to survive
I'd just break it, the plane is going to burn anyway, no sense in me spending 2 years in court trying to get the airline to replace my laptop when I can just grab it before I leave	break it, burn, court, replace my laptop, just grab it
But what if you lose your holiday photos? That's more important than your and other's lives... Getting a new passport because it might could burn in the plane? What a pain in the <REDACTED>, it's in my bag, so it's coming with me.	holiday photos, more important, new passport, burn, it's coming with me
In the purse: wallet, passport, keys, I.D., money. All very hard to replace. All stuff that most men would have in their pockets when they evacuate. Is it more important than your life? No. But you won't have much of a life without those things. Can't prove who you are, can't book a hotel room or a flight home, can't buy meals. Without the hotel room, you freeze to death on the streets, or get mugged by criminals and die. The solution, of course, is to always carry those items on your person.	hard to replace, men keep in pockets, in the purse, carry those items with you
Tbh if someone has the luggage on the person already, it's faster to take it along.	luggage on person, faster to take it
would you though? I often have a small handbag I wear over both shoulders (if you get what I mean!). It doesn't tie up any hands and like keeping a coat on, more time would be lost taking of off than evacuating with it on.	small handbag on person, doesn't tie up hands, slower to take it off
my scenario pointed out that this was a situation where taking baggage made no difference. Unlike our courts I would be hard on a DUI who caused a death by their driving, but it's not me you have to convince there. Have a go at the CPS if you want.	taking baggage made no difference
This is why I just keep carry on under my seat	carry on under seat
I normally have a drawstring bag of stuff I would normally want on the plane and important non quick access / difficult to replace items which is normally stored by my feet. Quick access items are in a man bag which I normally wear	drawstring bag, stowed under seat, quick access in worn man bag

Comment	Keywords or Concepts
I find that the carry case for my notebook computer can perform a similar function. It's about the size of one of those portfolios you can put an A4-size notepad in and it's got just enough space for the computer and critical papers. I just carry it like a book. (It also has the added benefit of not having to dig my computer out of my bags when going through security.)	computer, critical papers, portfolio
It's about accountability, the airlines have written their contracts in such a way that they don't need to replace any lost or damaged luggage, or any personal effects that are damaged as a result of an accident, and because of that, people (myself included) think 1: I can spend 10 seconds grabbing my <REDACTED> now before I get off the plane 2: I can spend 2 years in court and thousands of dollars in lawyer's fees trying to get the airline to replace my <REDACTED>, which likely won't work and I'll have to pay to replace everything out of my own pocket (then proceed to calculate how many hours of overtime i have to spend at work to replace said stuff) Option 1 will win every time But if the airlines were forced to replace any lost, damaged, or destroyed items (within 24h) and pay compensation for lost data on electronic devices, people would be far less likely to grab their <REDACTED> before evacuating the aircraft	airlines do not need to replace, 10 seconds to grab bag or be in court, overtime to replace, pay, compensate
are you going to hand over the \$3500 to replace my laptop if I leave it to get destroyed?	\$3500 to replace laptop
or I could just bring it with me and watch people get salty that I don't want to join them in a lawsuit	bring it with me, lawsuit
unless the airline guarantees swift repayment for damaged or destroyed property, I would tear that bin apart to get my gear, locks or no locks	tear bin apart to get bags
adrenaline is a powerful drug, it won't take long to force a plastic bin open	adrenaline, force open
plastic has limited tensile strength, especially the lightweight plastics used on aircraft Instead of wasting millions upon millions of dollars refitting every aircraft in the fleet, how about just forcing airlines to replace passengers luggage within 7 days of the incident (instead of 7 years of court proceedings) which is the main reason why people take their luggage, is to avoid the financial burden of replacing it Oh, and if the lock wasn't breakable, I'd go for the next weakest part, the hinge, the lid itself, or through the top of the locker (the part that typically gets dislodged during turbulence or hard landings) either way, I'm leaving, and I'm bringing my gear with me	replace luggage, financial burden of replacement, next weakest part, bringing my gear



Comment	Keywords or Concepts
good luck with that, I never keep my carry on in the overhead bin anyway, I always put it under the seat But if I did for whatever reason, I'd be forcing it open from within the seat row, so any attack would be purely assault since your path wouldn't be blocked, in which case, I'd knock you the <REDACTED> out and leave you in the plane	force open within row, not blocking aisle
far fewer will insist on taking their <REDACTED> even with airlines forced to replace it As for proving you had the item, there are X-ray scans from the departure airport, CCTV from the security area where you have to take things like laptops out of your bag, witnesses from the flight crew who may have seen you using it, receipts if you kept them, CCTV from the airport terminal where you may have been using it while waiting for your flight, they might even find the burned husk of said item (some laptops do have a metal chassis) if you're like me, you keep pictures and serial numbers for insurance and theft reporting reasons There are lots of ways to prove you had something I keep it in a backpack which is stored under the seat, me grabbing it will not interfere with anyone's evacuation apart from my own, and even then it will only delay me by about 5 seconds	prove ownership, grabbing bag under seat will not interfere with evacuation, delay me by 5 seconds
well I'm not losing thousands of dollars of gear, either the airline replaces it in a timely manner, or I bring it with me when I leave. Choose one	thousands of dollars, either the airline replaces, or I bring it with me
I hope that policy comes with a guarantee that the airline will replace every damaged or destroyed item within 24h, and compensate for lost data on electronic devices within 7 days The main reason people grab their gear is because airlines are greedy scumbag companies whose CEOs would sell out their own mother if it meant getting more money If those bins lock and there's no law requiring the airline to replace my <REDACTED>, I don't care about the locks, I'll tear that bin apart to get my gear if I have to	airline replace every damaged or destroyed item within 24 hours, compensate for lost data within seven days, locking compartments, no law for replacement, tear bin apart to get my gear
Uh huh. If I ever have to evacuate I'm taking my backpack with pretty much my entire life in it. Don't like it? Go <REDACTED> yourself.	I'm taking my backpack with pretty much my entire life in it
No matter what, I will take my bags and get out.	not matter what I will take my bags and get out





Comment	Keywords or Concepts
My hand luggage is under my seat. And I see no reason to leave it since everyone is always super slow anyway! And I'll probably be in a window seat so I'd have to wait forever anyway.	my hand luggage is under the seat, no reason to leave it since everyone is so slow, in a window seat and will have to wait forever
In during evacuation if somebody use mobile to send message or order taxi it's.....	not waiting 2-4 hours to get back bag, pilots are overrated
They can lock the baggage bins all they want pal when I fly if I only have my small back pack it goes on the floor at the side of my feet and before anyone says anything stupid about the middle seat I always book my seats always the window seat so my bag isn't stopping anyone from evacuating and I will take it off the plane the same time I get off. I am not causing no problem or even maybe causing a problem. I do this because after you've already been in a plane that has caught fire and you've left your bags you won't believe the nightmare you will have afterwards so fk that. Now if I carry on a small case it will go in the baggage bin overhead and that I would leave but the backpack not in a million years.	can lock bins, will take backpack that is stowed under the seat, have been on an aircraft that caught fire, nightmare afterwards, small case will go in overhead and will leave that but not backpack, isn't stopping anyone from evacuating at window seat
The best would be take everything.	the best would be take everything
@All raged commenters: please consider one simple thing: if all or most people elect to ignore a requirement (in this case, the requirement to leave stuff behind) it shows that the requirement is <u>flawed</u> . From this point you have 2 ways: enforce the flawed requirement (e.g., the evacuation locks), or you can investigate the underlying reason of the flaw, to make the requirement easy to follow and non-conflicting. And if you do this, you'd find that people's reasoning is simple: they don't want to take financial damage, because the airline won't compensate the laptop/valuables/documents (yes documents can come expensive!) lost in fire.	consider those ignoring the requirement, shows the requirement is flawed, enforce the flawed requirement (locks), investigate the underlying reason, easy to follow and non-conflicting, people's reasoning is simple, financial damage because airlines will not compensate





Comment	Keywords or Concepts
You cannot blame people for trying to minimize their loss by salvaging at least the cabin bag. Airlines have done everything possible to excuse themselves from repairing the passenger's damage - and that's obvious to everyone. Have you had a \$3000 laptop in your bag - tough luck, you're getting NOTHING. So what do you expect people do then? Of course they'll try to take their bags!	cannot blame people for trying to minimize their loss, airlines have done everything possible to not repair damage
people are stupid. In that situation there stupid sheep. Put that people on a no flight list... i think its okay to take with, whats already in your hands or right by. If its a backpack (Papers, Communication, Money) , at least put it in front to not damage the slide.	stupid sheep, put on a no-fly list, okay to take what is already in hands or right by, backpack, papers, money, communication, put in front so you don't damage the slide
Tbh, taking my things would be my first instinct in that case of scenario. BUT I know I would do that without blocking anyone. Sorry, I just don't trust any airlines enough to take proper responsibility for my important things.	taking my things would be my first instinct, could do it without blocking others, don't trust airlines to take responsibility for valuables
it's not blocking anyone else and it's not like anyone's going to let you in the line out before you get it anyway	not blocking anyone else and not like you will get out before others