



# AEROSPACE RECOMMENDED PRACTICE

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## FLIGHT ATTENDANT STATIONS

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### 1. INTRODUCTION

The safety and well being of passengers during an emergency may rest with the attendants' ability to carry out their assigned duties effectively. In addition to crashworthiness, consideration shall be given to the suitability of the locations of flight attendant stations for surveillance of passengers and accessibility to emergency equipment. It is necessary, therefore, that the attendants be provided optimum crash protection.

### 2. PURPOSE

The purpose of this recommended practice is to provide guidance for location and installation of flight attendant stations. The design and installation of the attendants' stations shall provide protection which will maximize the probability of survival and the attendants' subsequent effectiveness.

### 3. DEFINITION

Flight attendant stations referenced herein include the seats, restraint systems, ancillary equipment, and adjacent areas assigned to the flight attendants, as required by Federal Aviation Regulations.

### 4. DETAILED RECOMMENDATIONS

The following criteria are recommended:

#### 4.1 General:

4.1.1 Refer also to: ARP 998, "Crew Restraint Systems"  
ARP 767, "Impact Protective Design of Occupant Environment - Transport Aircraft"

4.1.2 The current applicable sections of Federal Aviation Regulations shall be considered minimum requirements.

#### 4.2 Location of Flight Attendant Station:

4.2.1 Flight attendant stations must be in the passenger compartment, near or next to floor level exits, and will be uniformly distributed throughout the cabin in order to provide the most efficient egress of passengers in the event of an emergency evacuation.

4.2.2 The flight attendant's station shall be located so as to provide surveillance of the cabin area for which the flight attendant is individually responsible.

4.2.3 A "No Smoking/Fasten Seat Belt" sign shall be in view of the flight attendant occupying the station.

4.2.4 A flight attendant station, when unoccupied, shall not detract from the required access to the adjacent exit or the assist space, or impede/restrict full flow of passengers through the exit. When the station is occupied, access to open and use the exit must still be provided.

4.2.5 The flight attendant station location shall not be in food service centers or other stowage areas unless these areas are designed to:

- (1) Minimize injury exposure probabilities by, and maximize protection from, loose objects (e. g., galley and other storage areas) in a crash, immediate emergency or turbulent conditions;
- (2) Minimize time available to secure the flight attendant location in preparation for turbulence; and
- (3) Provide for the continued integrity of the retention system for stowed items.

4.2.6 The flight attendant's station shall provide the seated attendant with visibility of the area outside the exit to assess conditions which may influence emergency action.

4.2.7 The location of the flight attendant's seat shall be readily accessible to the flight attendant, with placarding to prohibit its use by unauthorized personnel.

**4.3 Flight Attendant's Seat and Restraint System:**

4.3.1 The flight attendant's seat shall be provided with a restraint system as recommended by ARP 998, "Crew Restraint Systems".

4.3.2 All flight attendant seats shall be either forward- or aft-facing seats which provide optimum protection through the use of padding for the head, neck, and all parts of the body which contact the seat bottom and seat back.

4.3.3 The flight attendant's seat shall provide reasonable comfort to the occupant (comfort implies no unnatural position for the occupant).

**4.4 Protective Design of Flight Attendant Station:**

4.4.1 The flight attendant's station shall be designed for protection from injury, as outlined in ARP 767, "Impact Protective Design of Occupant Environment - Transport Aircraft."

**4.5 Ancillary Equipment Considerations:**

4.5.1 Standard emergency equipment and systems, as required by the flight attendant to perform required duties, shall be positioned at the flight attendant's station.

4.5.2 The items covered in 4.5.1 above shall not become dislodged during normal, turbulent, or emergency conditions.

4.5.3 The intercommunication and/or public address system at each flight attendant's station shall be capable of being operated by a seated and restrained flight attendant (see 4.5.1 above). The microphone and other movable equipment shall be secured in the stowed position with quick-action release capable of withstanding design crash loads.