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AEROSPACE RECOMMENDED PRACTICE

ARP 583E

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FLIGHT ATTENDANT STATIONS

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, access to emergency exits 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 the attendants' survival and subsequent effectiveness.

3. DEFINITION

Flight attendant stations referenced herein include the seats, restraint systems, ancillary equipment, and adjacent areas for the flight attendants required for emergency evacuation of the aircraft.

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"
- AIA TARC Project 216-10, final report June 1978 "Attendant Restraint System Technical Evaluation and Guidelines"

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 shall be in the passenger compartment, near floor level exits, and shall be strategically located in the cabin in order for attendants 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 to provide surveillance or be provided with a means to observe the cabin area for which the flight attendant is responsible.

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

SAE Technical Board rules provide that: "All technical reports, including standards, approved and practices recommended, are advisory only. Their use by anyone engaged in industry or trade is entirely voluntary. There is no agreement to adhere to any SAE standard or recommended practice, and no commitment to conform to or be guided by any technical report. In formulating and approving technical reports, the Board and its Committees will not investigate or consider patents which may apply to the subject matter. Prospective users of the report are responsible for protecting themselves against infringement of patents."

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. Occupation of the station by an incapacitated flight attendant shall not prevent opening nor prohibit use of the exit.

4.2.5 When the flight attendant station must be in food service centers or other stowage areas, these areas shall be designed to:

1. Minimize injury exposure probabilities by protection from loose objects in abnormal, emergency and/or turbulent conditions;
2. Minimize time required to secure the location for occupancy by the flight attendant in turbulence; and
3. Be readily maintainable to provide for the continued integrity of the retention system for stowed items.

4.2.6 Means shall be provided to enable the flight attendant to visually assess the area outside the exit in order to take the appropriate emergency action.

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

4.3 Flight Attendant's Station Seat and Restraint System :

4.3.1 The flight attendants station shall be provided with a restraint system. See criteria referenced in 4.1.1.

4.3.2 All flight attendant station seats shall be either forward - or aft - facing seats and provide optimum protection through the use of structural support and energy absorbing material 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 station seat shall provide reasonable comfort to the occupant i.e., natural seating positions for the occupant, however, comfort considerations shall not compromise provisions for optimum safety and restraint features.

4.4 Protective Design of Flight Attendant Station :

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 Emergency equipment and systems, as required for the flight attendant to perform emergency duties, shall be positioned at or near the flight attendant station, unless another location is more advantageous to the type of emergency.

4.5.2 Equipment located at the flight attendant station shall be secured in a manner to prevent its becoming dislodged. The device for securing in the stowed position shall have quick-action release capable of withstanding design crash loads.

4.5.3 The intercommunication and/or public address system where installed at flight attendant stations shall be capable of being operated by a seated and restrained flight attendant.

4.5.4 No emergency equipment and/or interior furnishings shall obstruct access to or full operation of an emergency exit; all equipment and interior furnishings shall be designed and positioned so as not to obstruct the required access to each exit and assist space.