

CABIN-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 crash worthiness, consideration should be given to the suitability of the locations of cabin-attendant stations for surveillance of passengers and accessibility to emergency equipment. It is necessary, therefore, that the attendants be provided crash protection at least equal to that afforded passengers.
2. PURPOSE: The purpose of this ARP is to provide guidance for location and installation of cabin-attendant stations. The design and installation of the attendants' stations should provide protection which will maximize the probability of survival.
3. DEFINITION: Cabin-attendant stations referenced herein are the seats (and adjacent areas) assigned to cabin attendants.
4. DETAIL RECOMMENDATIONS: The following detail criteria apply in general to the locations of cabin-attendant stations.
  - ∅ 4.1 At least one cabin attendant's station should be located in each principal cabin area.
  - ∅ 4.2 The location of the cabin attendant's station should provide as complete surveillance of the cabin and passengers as practicable in each area.
  - ∅ 4.3 The cabin attendant's station should be located as near to the main or emergency exits as practicable.
  - ∅ 4.4 The cabin attendant's station should provide for adequate storage of the attendant's carry-on-board personal effects. Provisions should be made so that these articles cannot become dislodged during normal or emergency flight conditions.
  - ∅ 4.5 The cabin attendant's station should provide protection from loose carry-on articles.
  - ∅ 4.6 The cabin attendant's station shall provide shoulder harness for each attendant.
  - ∅ 4.7 The intercommunication and/or public address systems in each principal cabin-attendant's station should be capable of being operated by the attendant while seated (see Paragraph 4.2 above). The microphone and other movable equipment should be secured in the stowed position with quick-action release capable of withstanding design crash-inertia loads imposed during the emergency.

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