

**Consultation Paper**  
**Special Condition**

Doc. No.: SC-C25.561-01  
Issue : 1  
Date : 6 July 2021  
Proposed ☒ Final ☐  
Deadline for comments: 27 July 2021

**SUBJECT** : Cabin Attendant Seat mounted on movable interior monument  
**REQUIREMENTS incl. Amdt.** : JAR/CS<sup>1</sup> 25.301, 25.365, 25.561, 25.562 and 25.619  
**ASSOCIATED IM/MoC<sup>2</sup>** : Yes ☐ / No ☒  
**ADVISORY MATERIAL** :

**INTRODUCTORY NOTE:**

The following Special Condition (SC) has been classified as an important Special Condition and as such shall be subject to public consultation, in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) which states:

*"2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."*

**IDENTIFICATION OF ISSUE:**

An applicant proposed to install a Cabin Attendant Seat (CAS) that can be occupied during all phases of flight, including taxi take-off and landing, on the hinged door of a lavatory on large aeroplanes.

With the CAS mounted to the moveable door blade of the lavatory module, there is an unusual design feature that has to ensure normal operation of the lavatory module as well as safe operation of the CAS when it is occupied by a crewmember.

The applicable airworthiness regulations do not contain adequate or appropriate safety standards for these design features. In accordance with point 21.B.75 of Part 21 a Special Condition is required for the certification of a CAS mounted to a hinged, moveable lavatory door to supplement JAR 25 requirements at Change 13 that are part of the type certification basis of the modified aeroplane type and model in the corresponding project.

<sup>1</sup> As the installation of a Cabin Attendant Seat mounted on movable interior monument is considered to be a major non-significant change in accordance with point 21.A.101(b)1 of Part 21 (Annex I to Regulation (EU) No 748/2012), the above listed requirements/ certification specifications may be considered at the change/ amendment of the original type certification basis of the basic aircraft as defined in the relevant EASA TCDS.

<sup>2</sup> In case of SC, the associated Interpretative Material and/or Means of Compliance may be published for awareness only and they are not subject to public consultation.

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The Special Condition D-08 Issue 1 on “*Cabin Attendant Seat mounted on movable part of an interior monument*” was released by EASA for public consultation from 9 to 30 April 2018 and the final version of the subject SC can be found under the following link:

<https://www.easa.europa.eu/document-library/product-certification-consultations/special-condition-cabin-attendant-seat-mounted>

The above referenced SC has been updated in the context of another more recent project and EASA has included some corrections and amendments to the text that has been published previously. As those changes are considered “*important*” in accordance with EASA Management Board decision 12/2007 they are published for consultation.

Considering all the above, the following amended Special Condition is proposed. All changes compared to the previously published SC ref. D-08 Issue 1 dated 26 June 2018 are tracked and the current consultation applies to the revised / amended text only:

**Special Condition**

**Cabin Attendant Seat mounted on movable interior monument**

1. The proposed installation of a cabin crew seat that can be occupied during all phases of flight on a movable part of an interior monument (e.g. a hinged door) must be capable to carry flight, ground, **pressurization (decompression)** and emergency landing condition loads in accordance with **JAR/CS<sup>3</sup> 25.301, 25.365, 25.561, 25.562**, including the special factors of 25.619 (e.g. fitting factors). **As part of these applicable load conditions, the seat attachment to the movable part, the movable part and its attachments to the interior monument, must be capable of carrying the emergency landing condition loads in accordance with JAR/CS 25.561 and JAR/CS 25.562 as these parts are considered to be components of the seat system.**
2. The design must ensure that the seat can only be used if the movable part of a cabin interior monument (lavatory door) is securely locked in the closed position. **If the cabin crew must ensure the closing of the movable part of a cabin interior monument (lavatory door) before using the seat, this must become part of the cabin crew training programme. Additional instruction placards may be used to support the cabin crew in the use of the seat.**  
**The monument design must ensure that the crew seat can only be used** with all necessary locks engaged to carry the emergency landing loads as well as flight and ground loads. When applying these loads, the effect of deformation of the cabin interior monument as well as the movable part to which the seat is attached to, needs to be considered, to prevent any unlocking.
3. The applicant should investigate and address the additional risk of cabin crew seat not being available during flight when needed in case the seat cannot be used when the lavatory is occupied.
4. In case the movable part of an interior monument is a lavatory door, the applicant should investigate and address the additional risk of a passenger being trapped inside the lavatory in accordance with **JAR/CS 25.783(j)**.
5. Potential deterioration of moving parts due to wear and tear (**JAR/CS 25.561(c)(2)**) needs to be addressed accordingly. Therefore, in addition to the application of the 1.33 wear and tear factor the mechanism should be cycle tested according to the use case of the movable part of the interior monument. In addition, appropriate Instructions for Continued Airworthiness shall be defined.

<sup>3</sup> The requirements/ certification specifications referenced in the above Special Condition are applied at the change/ amendment of the original type certification basis of the basic aircraft as defined in the relevant EASA TCDS.