

**Special Condition D-08 – Cabin Attendant Seat mounted on movable interior monument**  
**Applicable to Airbus A330 / A340 aircraft**

**- Issue 1 -**

**Introductory note:**

The following Special Condition 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.) of 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."*

**Statement of Issue**

On the A330/A340 fleet, Airbus intends 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.

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 Part 21.A.16B 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.

**Special Condition D-08 – Issue 1**  
**Cabin Attendant Seat mounted on movable part of an interior monument**  
**Applicable to Airbus A330 / A340 aircraft**

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 and emergency landing condition loads in accordance with 25.301, 25.561, 25.562, including the special factors of 25.619 (e.g. fitting factors). [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 25.561 and 25.562](#)

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 closed, latched and locked in the closed position and with all necessary latches and 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 unlatching and/or 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 25.783(j)
5. Potential deterioration of moving parts due to wear and tear (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.