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|  European Union Aviation Safety Agency | Consultation paper Special Condition | Doc. No. : CPTS-0000446 Issue : 1 Date : 13 February 2025 Proposed <input checked="" type="checkbox"/> Final <input type="checkbox"/> Deadline for comments: 07 Mar 2025 |
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SUBJECT

:

Detachable cabin attendant seat mounted on a monument, or a partition

REQUIREMENTS incl. Amdt.

:

CS 25.561, 25.562, 25.1301, 25.1309 at Amdt. 28

ASSOCIATED IM/MoC

:

Yes☐ / No ☒

ADVISORY MATERIAL

:

FAA AC25-17A

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INTRODUCTORY NOTE:

The following Special Condition (SC) has been classified as important 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."

ABBREVIATIONS:

| | |
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| CAS | Cabin Attendant Seat |
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IDENTIFICATION OF ISSUE:

An applicant intends to install a Cabin Attendant Seat (CAS) that can be detached by the cabin crew from its installed position during the phases of flight where the cabin crew does not need to be seated.

The CAS will be installed on a monument, or a partition, at an already certified location for a CAS.


With the CAS being detachable during flight, without a maintenance task, there is an unusual design feature that must ensure a safe operation of the CAS when it is occupied by a crewmember.

The proposed design introduces a frequent use of the seat attaching mechanism that must comply with the emergency landing dynamic conditions and the associated loads. Therefore, the mechanism must be designed to adequately cover the frequent use. In addition, the applicant must introduce the appropriate operating procedures and maintenance procedures, including their schedule.

The applicable airworthiness regulations do not contain adequate or appropriate safety standards for such design. Special conditions are required for the certification of a detachable CAS mounted to a monument, or a partition, to supplement the JAR 25 requirements at Change 11 and the CS 25 requirements at Amendment 15 (the original certification basis for the reference baseline aircraft configuration).

Considering all the above, the following Special Condition is proposed.



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|  European Union Aviation Safety Agency | <p style="text-align: center;">Consultation paper</p> <p style="text-align: center;">Special Condition</p> | Doc. No. : CPTS-0000446 Issue : 1 Date : 13 February 2025 Proposed <input checked="" type="checkbox"/> Final <input type="checkbox"/> Deadline for comments: 07 Mar 2025 |
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M-TS-0000446

Special Condition

Detachable cabin attendant seat mounted on a monument, or a partition

1. APPLICABILITY

This SC is applicable to Large Aeroplanes with detachable Cabin Attendant Seat (CAS) installed.

2. SPECIAL CONDITION

In the absence of adequate CS with which compliance could be demonstrated, the detachable CAS must comply with the following special detailed technical specifications:

- a) The proposed installation of a detachable CAS on a monument, or a partition, must be capable to carry flight, ground, and emergency landing condition loads in compliance with CS 25.301, CS 25.561, CS 25.562, including the special factors of CS 25.619 (e.g. fitting factors).
- b) The design of the CAS must ensure that it can only be used when securely attached to the monument, or the partition, at its installed position. The instructions to be followed by the cabin crew to properly attach and secure the seat before using it, must be based on an OSD-CCD process. Additional instruction placards may be installed close to the CAS to support the cabin crew in the use of the seat.
The CAS mechanism must ensure that the 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, or partition, as well as the deformation of the attaching mechanism of the seat, need to be considered, to prevent any unlocking.
The design must also ensure that the required locks cannot be inadvertently disengaged once the CAS is installed.
- c) The applicant must investigate and address the additional risk of the CAS not being available during flight when needed in case the seat cannot be properly secured to its installed position.
- d) Potential deterioration of moving parts due to wear and tear through frequent removal must be addressed by complying with CS 25.561(c)(2). In addition to the application of the 1.33 wear and tear loads factor, the seat attaching mechanism must be cycle tested according to the usage case of the CAS. In addition, appropriate Instructions for Continued Airworthiness must be provided.

