

DEPARTMENT OF TRANSPORTATION

FEDERAL AVATION ADMINISTRATION

NOTICE

Occupational Safety or Health  
Standards for Aircraft Crewmembers

The following information, concerning Federal Aviation Administration (FAA) regulation of occupational safety or health conditions affecting aircraft crewmembers; is set forth for the guidance of the general public, and for employees of air carriers and other aircraft operators in particular.

Pursuant to its complete and exclusive responsibility for the regulation of the safety of civil aircraft operation under the Federal Aviation Act of 1958 (49-U.S.C. 1301, *et seq.*), herein called "the Act," the FAA prescribes and enforces standards and regulations affecting occupational safety or health with respect to U.S. registered civil aircraft in operation. For this purpose, an aircraft is "in operation" from the time it is first boarded by a crewmember, preparatory to a flight, to the time the last crewmember leaves the aircraft after completion of that flight, including stops on the ground during which at least one crewmember remains on the aircraft, even if the engines are shut down.

Title VI of the Act (49 U.S.C. Chapter 20, Subchapter VI) contains the principal substantive provisions that authorize and require the FAA to promote the safety of civil aircraft operations by prescribing and revising standards and regulations governing, in the interest of safety, the design and materials (that is, the configuration), workmanship, construction, and performance of aircraft, maximum hours of periods of service of airmen and other employees of air carriers, and the transportation of dangerous articles.

With respect to civil aircraft in operation, the above mentioned safety regulatory responsibilities directly and completely encompass the safety and health aspects of the work environment of aircraft crewmembers. Aircraft design and operational factors are indivisible from occupational safety or health factors insofar as they affect the workplace of those crewmembers. Aircraft design and operational problems affecting the flight safety of crewmembers necessarily affect their occupational safety or health. Regulatory solutions to these problems necessarily involve practices, means, methods, operations, or processes needed to control the workplace environment of aircraft crewmembers.

Acting under its responsibility for the occupational safety or health of aircraft crewmembers, the FAA has issued numerous regulations directly affecting the workplace of pilots, flight engineers, cabin attendants, and other persons whose workplace is on aircraft in operation. These regulations (which are codified in 14 CFR Chapter I, Subchapters, C, F, and G) cover, among things, aircraft performance and structural integrity, safety equipment for emergency ditching and evacuation, fire protection, protective breathing rescue aids, and emergency exits used by crewmembers. Other regulations affecting the crewmember workplace have been issued with respect to cockpit lighting, crewmember seat belts, toxicity and other characteristics of materials in the crewmember workplace, and other environmental factors affecting that workplace, including noise reduction, smoke evacuation, ventilation, heating, and pressurization. Maximum hours of duty and duty aloft for air carrier crewmembers are also regulated, as is the protection, of crewmembers, from radioactive and other hazardous materials.

In addition, to regulations currently in effect, the FAA, in conjunction with its first Biennial Airworthiness Review Program, has issued, or will be issuing, notices of proposed rulemaking that include many proposals for further achieving safe and healthful working conditions for aircraft crewmembers. These proposals, for example, involve, aircraft configuration and related design provisions such as pilot criteria to be used in cockpit design; galley designs to ensure proper retention of items of mass; placarding of serving carts and galley equipment for maximum load; location of flight attendant seats near exits increased accessibility of emergency equipment to flight attendants; design of flight attendant seats; crewmember seat belt and shoulder harness criteria; slip resistant floors in crewmember workplaces; crewmember safety provisions concerning lower deck galleys, alarms, signs, elevators, interphones, and escape routes; and other

provisions such as improved requirements for portable oxygen. equipment. In a related action, the FAA has also proposed. flammability standards for flight attendant uniforms. These proposed regulations, if adopted, would also be added to 14 CFR Chapter I.

Every, factor affecting the safe and healthy working conditions of air craft crewmembers involves matters inseparably related to the FAA's occupational safety and health responsibilities under the Act. With respect to civil aircraft in operation, the overall FAA regulatory program, outlined in part above, fully occupies and exhausts the field of aircraft crewmember occupational safety and health.

The FAA invites broad public participation in the further development of its occupational safety and health regulatory program so as to assure, where possible, safe and healthful working conditions for all persons who serve as crewmembers on. U.S. registered civil aircraft in operation. Any interested person who believes that the Federal Aviation Regulations should be expanded or otherwise amended to better achieve this objective is requested to submit his comments to the FAA, Director of Flight Standards Service 800 Independence Avenue, SW, Washington, D.C. 20591.

Issued in Washington, D.C., on July 2, 1975

/s/ J.W. Cochran  
Acting Administrator

[FR DOC. 75-17859 Filed 7-9-75;8:45am]