

204. AIR CARRIER OPERATIONS BULLETIN NO. 1-94-3

DISTRIBUTION OF FLIGHT ATTENDANTS

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Section 121.391 of the Federal Aviation Regulations (FAR) stipulates that flight attendants must be uniformly distributed throughout the operation of flight. This includes when the aircraft is parked at the gate, during movement on the surface, takeoff, and landing. The most important part of this requirement pertains to placing flight attendants in locations that will provide the most effective egress of passengers in the event of an aircraft evacuation.

- a. The purpose of this requirement is to avoid having several flight attendants congregated in a sparsely occupied compartment, such as first class, when most of the passengers are grouped, or have grouped themselves, in some other compartment having only one flight attendant on duty in that compartment.
- b. Information regarding the required placement of flight attendants for takeoff and landing for a particular model of aircraft can be found in either the Type Certification Data Sheet or the Flight Standardization Board (FSB) report for that aircraft. For example, those documents require flight attendants to be stationed at both the 3L and 3R positions on the DC-10 and MD-11 aircraft. Principal operations inspectors (POI) may obtain this information by contacting the appropriate Aircraft Evaluation Group.
- c. The location of required flight attendant stations should not be changed from that reflected in the Type Data Sheets without the following actions:
 - (1) The POI assigned to the operator desiring to change the location of required flight attendant stations should carefully analyze the request for change in order to determine that the assigned evacuation duties of the flight attendants will meet the provisions of FAR Section 121.397. Consideration to change the location of the required flight attendant stations should be based on changes in the cabin configuration such as number of seats, location of galleys, or flight attendant duties.
 - (2) Consult with the appropriate Aircraft Evaluation Group. This consultation should establish the reason for the location of the required flight attendant stations. In some aircraft, this location is quite critical while in others it may make little or no difference.
 - (3) Conduct of a partial evacuation demonstration as required by FAR Section 121.291.
- d. POI's should ensure their assigned certificate holders are aware of the need for flight attendants to be evenly distributed during flight operation. In addition, they should ensure their assigned certificate holder's manuals and training properly reflect this requirement.