

CHANGE TO FEDERAL AVIATION REGULATION SECTION 121.576

(Formerly Air Carrier Operations Bulletin NO. 74-4).

Changes to Federal Aviation Regulation contained in Amendment 121-84 were designed to improve crashworthiness and emergency evacuation requirements and operating procedures for transport category airplanes. Most of these changes were effective on May 1, 1972. Section 121.576 became effective May 1, 1974. This delayed effective date was planned so as to allow the carriers sufficient time to make the changes necessary to comply with this section.

- a. The preamble to Amendment 121-84 states that “items of mass” are applicable only to items that are included in the type design of the aircraft. Additionally, FAS 121.576 refers to galley equipment, serving carts and crew baggage. However, it was not intended that all items of mass be listed; instead, any item that can become a hazard by shifting under the load factors of an emergency landing condition must be restrained.
- b. Particular attention should be given to compliance with Section 121.576 with restraints for any baggage carried in the cockpit. In this regard, flight crew flight kits are not items of crew baggage. This policy also applies to Air Carrier Operations Inspectors and additional flight crewmembers. While it is logical that flight kits be placed so that movement is restricted, it is not intended that they be restrained in a manner that would interfere with the needs and functions of the flight crew.
- c. It was recommended in Air Carrier Operations Bulletin No. 73-19 (now ACOB No. 1-76-14) that carriers include instructions to flight attendants that all serving carts, in addition to being stowed for takeoffs and landings and when not in use, be properly restrained when in use but not being moved from one location to another. This policy should be expanded to require restraints for all galley equipment (including supplies) that are not being used, so they will not become hazards during periods of inflight turbulence.
- d. Principal Inspectors should bring to the attention of their assigned carriers the provisions of Section 121.576 and ensure that procedures are developed for compliance with this section.