



# Cabin Safety Subject Index

This document is prepared as part of the FAA Flight Standards Cabin Safety Inspector Program. For additional information about this document or the program contact:

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## Get familiar with the Cabin Safety Subject Index

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The Cabin Safety Subject Index (CSSI) is a reference guide to Federal Regulations, FAA Orders, Advisory Circulars, Information for Operators (InFO), Safety Alerts for Operators (SAFO), legal interpretations, and other FAA related content related to cabin safety.

### Subscribe to updates

If you would like to receive updates to the Cabin Safety Subject Index whenever it's revised, click here: [I want to subscribe and receive updates](#). **This is a free service.** You will receive an automated response acknowledging your request.

You may [unsubscribe](#) at any time.

### Getting around within the CSSI

The CSSI structure is arranged in alphabetical order by subject, and the document has direct links to the subject matter, as well as links within the document for ease of navigation.

The Table of Contents contains a hyperlinked list of all subjects covered within the CSSI.

- Clicking the topic brings you to the desired subject.
- Clicking the subject brings you back to the Table of Contents.
- Next to some subjects you will see (**also see xxxxxxxx**). These are related subjects. Click on the "also see" subject and it will bring you directly to that subject.
- Clicking on hyperlinked content will bring you directly to the desired content.
- Abbreviations & Main Directories brings you to the top level directory of content.

### Cross-reference

At the end of 8900.1 references, there is a superscript number (e.g. 8900.1: Service of Alcoholic Beverages # 3-3546.<sup>15</sup>). This number <sup>15</sup> corresponds to 8900.1 Cross Reference, the list at the end of the document. In the event the link does not work, the cross-reference number tells you what Volume, Chapter, and Section the content comes from so it can be located inside the FAA [Dynamic Regulatory System](#).

### Where do I find?

At the end of the CSSI is a section called "[Where do I find...](#)" which is directory of questions with links to related material to answer the question. The questions have been organized and grouped into broad category subjects for ease of reference. Please note "Where do I find..." links connect within the CSSI, not to the document itself, as there may be additional information related to your question found within the searched section.

### Please note:

There is a section towards the end of the CSSI called "[Additional FAA, government Agencies, and Industry Resources](#)."

### **The FAA does not endorse or recommend any of the non-FAA businesses or products listed within this section.**

The only purpose of providing this information is for operators to be able to acquire technical data/images as needed from these sources, and for operators to be aware of the existence of such products.

## What's new in this revision

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Revision 52 of the Cabin Safety Subject Index corrected some broken links from Order 8900.1 within DRS, updated Cabin Safety Conferences dates for 2026 under “Aviation Events Worldwide,” starting on the next page, and contains some new content, including:

- New Topic: Certification and Operating Rules of Part 125.
- New MMEL Policy Letter PL-138: Installed Physical Secondary Barrier
- Added documents to [Technical Standard Orders](#) section.
- Added Order 8900.1 Safety Management System to [Safety Management Systems](#)
- SAFO 25002: Managing the Risks of Lithium Batteries Carried by Passengers and Crewmembers.
- SAFO 25003: Addressing Risk Associated with Passenger Non-Compliance and Retention of Carry-On Baggage and Personal Items During Emergency Evacuations.
- New Section: [Incapacitation](#).

### Identifying new content

All new content has a change bar located on the left side. As each revision is issued, only the change bars applicable to that revision are present.

### Inside “Where do I find...”

Towards the end of the CSSI is a section called “[Where do I find...](#)” which is directory of questions with links to related material to answer the question. The questions have been organized and grouped into broad category subjects for ease of reference.

At the end of “Where do I find...” are [active, but not presently published FSAT's](#) embedded in this document. Two FSATs are related to individuals with disabilities. The other is FSAT 97-06 Passenger Information on Beechcraft 1900's and Other Similar Airplanes. These documents should be released again in the future, to be found in FSIMS and accessible via hyperlink from the CSSI once released.

Also, there is a regionally issued legal interpretation about fitness of pass riders occupying a flight attendant jumpseat. It cannot be found online at the legal interpretation website, thus embedded in the document itself.

### Looking for something and can't find it?

Do you have any questions or suggestions related to information difficult to find in the Cabin Safety Subject Index? Please send an [email](#) and your question/suggestion may be included in a subsequent revision of the CSSI.

### What is the Safety Assurance System?

Safety Assurance System (SAS) is the FAA's next evolution of a System Safety approach to oversight, and is a risk-based and data-supported approach to oversight. It's a standardized process for certification and oversight that functions as a closed-loop business process that uses a proactive approach to safety and risk mitigation. If interested to learn more about SAS at a high level, read about the FAA's [SASO program office](#), and the overview of SAS from the [SASO Library](#), and a broad description of SAS on the [SAS homepage](#).

## Aviation events worldwide

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Listed are aviation events around the world that include cabin safety. This section includes FAA sponsored, as well as other government and business sponsored events. The FAA does not endorse or recommend any of the non-FAA government or business events listed within this section. The listings are informational only should you be interested in attending a cabin safety event. After the FAA CAMI workshop listing, the events are listed in calendar sequence.

### [FAA CAMI](#)

The Cabin Safety Workshops are sponsored by the FAA Civil Aerospace Medical Institute (CAMI), Aerospace Medical Research Division, Protection and Survival Research Lab, Cabin Safety Research Team.

**Read first:** [FAA CAMI workshop information](#)

**To register:** [2026 FAA CAMI registration form - not released yet](#)

Please email your completed registration form to [Melissa.Beben@faa.gov](mailto:Melissa.Beben@faa.gov).

Each workshop accommodates up to 30 participants, with no more than 3 persons attending from any single organization. Because of the limited availability, we urge you to select attendees from your organization who are in a position to disseminate information to the greatest number of people, typically instructors, in-flight managers, or safety representatives. **WE DO NOT RESERVE BLOCKS OF SEATS FOR ANY WORKSHOP - One Seat per Application.**

**IMPORTANT: Assignments to the workshops are awarded in the order that registration forms are received.** Since the workshops fill quite rapidly, it is important to submit a registration form as soon as possible. After we have received it, confirmation packages, which include additional information about the workshops, will be sent to the successful applicants. **There are no fees for workshop attendance;** however, participants are responsible for their own lodging and transportation, both to Oklahoma City for the workshop, as well as between the place of lodging, the Visitors Center, and CAMI.

### CAMI Schedule for 2026

When: [2026 workshops are planned but dates not set.](#) ← [Check for updates](#)  
Where: Oklahoma City, Oklahoma  
Venue: Mike Monroney Aeronautical Center  
Audience: Instructors, in-flight managers, or safety representatives

When: [2026 workshops are planned but dates not set.](#) ← [Check for updates](#)  
Where: Oklahoma City, Oklahoma  
Venue: Mike Monroney Aeronautical Center  
Audience: Instructors, in-flight managers, or safety representatives

### [FAA Aircraft Materials Fire Test Meetings](#) ← [Click link](#)

When: Nothing scheduled as of 12/17/2025 for 2026  
Where: Atlantic City, NJ  
Venue: Check website for updates  
Audience: Anyone in the international community in industry, government, and academia with an interest in aircraft materials fire safety and testing.

## Aviation events worldwide

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### [FAA Triennial International Fire & Cabin Safety Research Conference](#) ← Click link

When: Nothing scheduled for 2026 as of 12/01/2025  
Where: Atlantic City, New Jersey  
Venue: Resorts Hotel and Casino  
Audience: This Conference is for anyone with an interest in aircraft fire and cabin safety research. Past attendees have included aviation safety professionals in the areas of engineering, design, airline operations, maintenance, and research.

### [WATS World Aviation Training Conference and Tradeshow](#) ← Click link

When: May 05 – 07, 2026  
Where: Orlando, Florida USA  
Venue: Rosen Shingle Creek Resort (Click WATS link for hotel reservations)  
Audience: Open to all

### [Association of Aerospace Industries Singapore](#) ← Click link

Aircraft Interior Design, Engineering, and Safety  
When: To be advised for 2026. Check website for updates.  
Where: Singapore  
Venue: Seletar Aerospace Park  
Audience: Industry Aviation Production Managers, Aircraft Certification Engineers, Project Managers and Quality Assurance Staff.

### [Asia Pacific Airline Training Symposium \(APATS\)](#) ← Click link

Cabin Crew Conference  
When: August 31 – September 02, 2026  
Where: Bangkok, Thailand  
Venue: Queen Sirikit Convention Centre  
Audience: Open to all (Pilots, Cabin Crew, Maintenance)

### [European Airline Training Symposium \(EATS\)](#) ← Click link

Conference by Civil Aviation Training (CAT)  
When: To be advised for 2026.  
Where: Cascais, Portugal  
Venue: Estoril Congress Centre  
Audience: Open to all

### [IATA World Safety and Operations Conference 2025](#) ← Click link

When: October 06 – 08, 2026  
Where: Istanbul, Türkiye  
Venue: To be advised  
Audience: Open to all

### [Aircraft Cabin Air](#) ← Click link

International Conference 2026

When: September 22 – 23, 2026

Where: Imperial College, London, UK

Audience: Open to all

### Webinar-only Events

### [Global Cabin Air Quality Executive](#) ← Click link

Webinars – Check website for latest conferences

When: Nothing scheduled on website for 2026 as of 12/17/2025

Where: Online – Webinar with ZOOM

Audience: Open to all

## Different types of guidance or information

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**The FAA issues a variety of documents in addition to Order 8900.1. The following describes the intent of each type of document.**

### **Safety Alert for Operators (SAFO)**

A Safety Alert for Operators (SAFO) is an information tool that alerts, educates, and makes recommendations to the aviation community. This community includes air carrier certificate holders, fractional ownership program managers, and 14 CFR Part 142 training centers.

Each SAFO contains important safety information and may contain recommended actions. SAFO content should be especially valuable to air carriers in meeting their statutory duty to provide service with the highest possible degree of safety in the public interest. The information and recommendations in a SAFO are often time critical.

### **Information for Operators (InFO)**

Much like a Safety Alert for Operators (SAFO), which contains critical safety information, an InFO message contains valuable information for operators that should help them meet administrative requirements or certain regulatory requirements with relatively low urgency or impact on safety. InFOs contain information or a combination of information and recommended action to be taken by the respective operators identified in each individual InFO.

### **Air Carrier Operations Bulletin – (ACOB)**

An Air Carrier Operations Bulletin, or ACOB, is information that the FAA published years ago and their content has since been incorporated into the respective sections of Order 8900.1 under the same title. Throughout the CSSI, you will find numerous ACOBs listed with Order 8900.1 next to it using the same title. Technically, ACOBs are still active; they have not been cancelled or archived. When referencing information contained in an ACOB and Order 8900.1, the content within Order 8900.1 is the most current and should be followed.

### **Advisory Circular – (AC)**

An Advisory Circular is information that the FAA wants to get out to the aviation community. ACs are used for information only, unless cited as a requirement in an Airworthiness Directive, which then requires compliance with the AC. The FAA's website [www.faa.gov](http://www.faa.gov) has a complete list of all current Advisory Circulars. They provide information about regulations and operations.

### **Airworthiness Directives (ADs)**

Airworthiness Directives are legally enforceable regulations issued by the FAA in accordance with 14 CFR part 39 to correct an unsafe condition in a product. Part 39 defines a product as an aircraft, engine, propeller, or appliance.

### **Special Airworthiness Information Bulletins (SAIB)**

A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the aviation community. SAIBs contain non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). Guidance on when to use an SAIB, and how to develop and issue an SAIB is provided in [Order 8110.100B](#).

To locate, view, and download individual bulletins, [click here to search the SAIB database](#) in the FAA Dynamic Regulatory System, (DRS). Inside DRS, click on **Aircraft Safety Alerts** → **Special Airworthiness Information Bulletins (SAIB)**.

## Different types of guidance or information

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### Aviation Maintenance Alerts

[Aviation Maintenance Alerts](#) provides a way to share information on aviation service experiences. This leads to improved aeronautical product durability, reliability, and safety. We use information sent to us by people who operate and maintain civil aeronautical products to prepare the Alerts.

### Notice to Airmen (NOTAM)

A [Notice To Airmen](#) or [NOTAM](#) is a notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the National Airspace System) the timely knowledge of which is essential to personnel concerned with flight operations.

### Orders and Notices

[Orders](#) and [Notices](#): FAA orders and notices are issued by the FAA as guidance material for FAA personnel. While FAA personnel are the primary audience for orders/notices, the aviation industry may use orders/notices as reference and the general public may find particular orders/notices of interest. The FAA maintains all of its current and updated orders and notices on a single database. All Orders and Notices are located on the FAA Dynamic Regulatory System (DRS). To access Orders and Notices, click on [FAA Dynamic Regulatory System](#) (DRS). Then, click on **Other Orders, Notices, Technical Standard Orders (TSO), Handbooks, Bulletins and Manuals**. You can then make your selection of type of document you are looking for.

### Petition for an exemption

[Petition for Exemption or Rulemaking | Federal Aviation Administration \(faa.gov\)](#)

If you are affected by a regulation in Title 14 of the Code of Federal Regulations (14 CFR), then you may petition for an exemption from any rule issued by FAA under its statutory authority. You may also petition the Administrator to issue, amend, or repeal a rule. You can find the regulations governing the rulemaking process in Part 11 of Title 14 CFR.

You must send a petition for exemption 120 days before you need the exemption to take effect. Your petition for exemption must include:

- Your name and mailing address. You may include other contact information such as a fax number, telephone number, or email address
- The specific section or sections of Title 14 of the Code of Federal Regulations (CFR) from which you seek an exemption
- The extent of relief you seek and the reason you seek the relief
- How your request would benefit the public as a whole
- Reasons why the exemption would not adversely affect safety, or how the exemption would provide a level of safety at least equal to the existing rule
- A summary we can publish in the Federal Register stating:
  - The rule from which you seek the exemption
  - A brief description of the exemption you seek
  - Any additional information, views, or arguments available to support your request
- If you want to exercise the privileges of your exemption outside the United States, you must state the reason.

# Exemptions and deviations

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## [Exemptions](#) and [deviations](#) info

This section is to assist certificate holders wanting to find previously issued exemptions or deviations related to manuals or cabin safety.

### **Where is the homepage for information about exemptions?**

You can find the homepage [here](#).

### **[14 CFR 11.15](#): What is a petition for exemption?**

A petition for exemption is a request to the Federal Aviation Administration (FAA) by an individual or entity for relief from the requirements of a regulation in Title 14 of the Code of Federal Regulations ([14 CFR](#)). The FAA may grant an exemption if it is in public interest and provides an equivalent level of safety. See [49 U.S.C. § 44701\(f\)](#) and [14 CFR § 11.81\(e\)](#). Also see [Order 8900.1, Volume 3, Chapter 2, Section 1](#), 3-29 thru 3-39.

### **Who can apply for an exemption?**

Exemptions are only granted to air carriers, not [applicants](#). The request submitted allows the Certification Project Team to answer any questions that the applicant may have regarding the process and help the applicant reach out to any additional offices. Manuals and programs should not include procedures or references to these deviations or exemptions until after the applicant has been certificated and the exemption or deviation has been granted.

### **I want to submit a petition for exemption. Is there anything I should be aware of in advance?**

All petitions must comply with [14 CFR Part 11](#), including the requirement to submit a petition at least 120 days before you need the exemption to take effect or before your current exemption expires. Failure to provide a petition that includes all of the required information may result in the FAA taking no action on the petition and closing the petition without further notice.

### **Who should petition for an exemption?**

You should consider submitting a petition for exemption if you are unable to comply with the requirements of a regulation. A petition for exemption is a request to the FAA by an individual or entity requesting relief from the requirements of current regulations.

### **Where can I find previously granted exemptions?**

You can find previously granted exemptions using the [Dynamic Regulatory System](#) (DRS). DRS is a database that stores issued exemptions. You can search DRS by exemption number, docket number, petitioner name, company name, regulations, and more.

## [Exemption Frequently Asked Questions](#)

Please note that sample exemptions listed are not to highlight any particular certificate holder, but only to provide information of previous exemptions that were granted. Granting on an exemption to one certificate holder may not necessarily guarantee all subsequent petitioners to receive the same.

### **Among the most common 14 CFR Part 121 Exemptions**

#### **121.135 (a)(3) Exemption No. [10776E](#)**

Use electronic digital technology to document the revision level in lieu of printing the last revision date on each page of each manual required under § 121.133.

#### **121.139 Exemption No. [18194B](#)**

Conduct supplemental operations away from its principal base of operations without carrying aboard its aircraft parts of its manual that are not required or utilized by essential flight or cabin crews.

# Exemptions and deviations

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## **121.339 (c) Exemption** No. [17291A](#)

To operate Airbus A319, A320, and A321 aircraft with survival kits remotely stowed from slide/rafts.

## **121.803(c)(1) Exemption** No. [18995](#)

Relief from the requirement to carry the required number of ammonia inhalants in each first-aid kit referenced in 14 CFR §§ 121.803(c)(1) and Appendix A, or 135.177(a)(1)(iii)

## **121.803(c)(3) Exemption** No. [10690K](#)

Aircraft to be operated without meeting the requirements of Appendix A regarding Emergency Medical Kit (EMK) required contents Atropine, Dextrose, Epinephrine, and/or Lidocaine, when EMK suppliers and/or refurbishers are unable to obtain and supply Atropine, Dextrose, Epinephrine, and/or Lidocaine.

## **121 Appendix A Exemption** No. [18269](#)

To operate during periods of temporary supply shortages, beyond operator control, affecting availability of injectable drugs of Atropine, Dextrose, Epinephrine and/or Lidocaine, as required in Appendix A to part 121.

## **Deviations**

When a regulatory section stipulates that a deviation is permitted, an operator may apply for a deviation by submitting an application to the FAA. See [Order 8900.1, Volume 3, Chapter 2, Section 1](#), 3-42 thru 3-44.

## **Common and important deviations**

[8900.1](#): Deviations for Military Contract Operations #3-43.

[8900.1](#): Deviation to Perform an Emergency Operation #3-44.

## **Part 125 deviations**

### **What is a deviation?**

Certain Title 14 CFR sections allow the Administrator to issue a Certificate of Waiver, a Certificate of Authorization, operations specifications, or management specifications that authorize a deviation. These actions permit a person or an organization to either deviate from a specific regulation or comply with special alternative provisions, conditions, or limitations.

One of the most common deviations requested relates to survival kit requirements for part 125 large aircraft with extended overwater OpSpecs A005. Request to add a deviation to 125.209 and work the process forward. This is a dropdown list in A005 and can be easily accessed in WebOpss.

[14 CFR 125.3](#) Deviation authority.

<b>Deviation Authority</b>	<b>Deviation From</b>	
125.3(a)	125.209	Authorizes a deviation from emergency equipment for extended overwater operations by compliance with the requirements of 14 CFR 121.339.

## Abbreviations & Main Directories

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**14 CFR** - [Title 14 of the Code of Federal Regulations](#) (Aeronautics and Space)

**49 CFR** - [Title 49 of the Code of Federal Regulations](#) (Transportation)

**ACOB** - [Air Carrier Operations Bulletin](#)

**AC** - [Advisory Circulars](#) (All); [Advisory Circulars](#) (DRS)

**AD** - Airworthiness Directives [DRS ADs](#)

**CAMI** - [Civil Aerospace Medical Institute](#)

**CFR** - [Code of Federal Regulations](#)

**DRS** - [Dynamic Regulatory System](#)

**Exemption Search** - [FAA Exemption Search](#)

**FAA - AM** - [FAA Office of Aviation Medicine Reports](#)

**FAA Notice of Proposed Rulemaking:** [NPRM - Proposed and Final Rules](#)

**FAA Registry** - [N-Number Inquiry](#)

**INFO** - [Information For Operators](#)

**MMEL** - [Master Minimum Equipment List](#) (*Opens to MMELs and AED Guidance Documents*)

**MMEL Policy Letters** - [MMEL Policy Letters](#) (*Opens to MMELs and AED Guidance Documents*)

**SAFO** - [Safety Alerts For Operators](#)

**SAS** - [Safety Assurance System data collection tools](#) (*Opens to Safety Assurance System SAS*)

**SSI** - Sensitive Security Information ([Protection of – Part 15](#)) ([Protection of – Part 1520](#))

**STC** - [Supplemental Type Certificate](#)

**TCDS** - [Type Certificate Data Sheets](#) (*Under Design and Production Approvals*)

**TSO** - [Technical Standard Order \(DRS\)](#) or [TSO's on faa.gov](#) or [Cabin Safety Technical Standard Orders](#)

**USC** - [United States Code \(Titles\)](#)

**Special Studies** - [Historical NTSB files in PDF via Embry Riddle Jack R. Hunt Library](#)

**NTSB Reports** - [Access to various NTSB reports, some related to Cabin Safety](#)

**DOT Industry Letters** - [Guidance Regarding Aviation Rules and Statutes](#)

## Abbreviations & Main Directories

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### [Dynamic Regulatory System](#)

The Dynamic Regulatory System (DRS) is a comprehensive knowledge center that includes all regulatory guidance material from the Office of Aviation Safety —like google for aviation safety professionals. This online application puts regulations, policy and guidance at your fingertips.

DRS combines 65-plus document types from a dozen repositories into a single searchable application. DRS contains more than 2 million regulatory guidance documents that can be browsed or searched. A complex search engine serves as the backbone of DRS and allows for basic or very advanced searches, while applying a variety of filters. The system includes pending, current and historical versions of all documents along with their revision history. DRS is updated every 24 hours. Searches for aviation safety guidance that once took hours or days now can be accomplished in minutes.

*When on the DRS webpage, click on Search Tips to open a PDF document explaining the variety of ways you can search for documents.*

### **Searching the Dynamic Regulatory System**

Quick reference information:

- Each term entered indicates that all terms must be present within the content of a document.
- Quote terms with spaces for phrase match: “term1 term2”.
- OR operator indicates one of the terms must be present: term1 OR term2.
- - (minus) operator indicates a term cannot be present: term1 – term2.
- \* operator indicates wildcard searching (do not use single character wildcards).
- By default, only documents with a Current status will be searched. To search for historical or pending documents, use Advanced Options.

**Cabin Safety Subject Index  
Record of Revision**

<b>Revision #</b>	<b>Date</b>	<b>Initials</b>
Original	05-01-2007	DWW
1	06-11-2007	DWW
2	08-10-2007	DWW
3	10-18-2007	DWW
3a	10-26-2007	DWW
4	11-05-2007	DWW
5	12-01-2007	DWW
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20	01-04-2011	DWW
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24	02/27/2012	DWW
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### **AISLES**

[14 CFR 25.813](#): Emergency exit access (width).

[14 CFR 25.815](#): Width of aisle.

[14 CFR 121.310\(f\)](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (for aircraft with more than 19 passenger seats).

[14 CFR 121.310\(f\)](#), [125 Appendix A](#), [135.178 \(f\)](#): Additional emergency equipment (emergency exit access).

[ACOB 210](#): Protruding Passenger Seat Armrests.

[8900.1](#): Protruding Passenger Seat Armrests # 3-3484. <sup>13</sup>

### **ALCOHOL** (also see [beverages](#), [drug and alcohol testing](#))

[14 CFR 91.17](#): Alcohol or drugs.

[14 CFR 120.37](#): Misuse of alcohol.

[14 CFR 120.39](#): Testing for alcohol.

[14 CFR 121.575](#): Alcoholic beverages.

[14 CFR 135.1\(a\)\(5\)](#): Misuse of alcohol.

[14 CFR 135.121](#): Alcoholic beverages (serving, drinking, and passenger boarding after use).

[49 CFR 1544.221](#): Carriage of passengers under the control of armed law enforcement escorts.

[49 U.S.C. 44734](#): Training of Flight Attendants (Alcohol, recognizing intoxicated passengers, dealing with disruptive passengers, human trafficking training required).

[8900.1](#): Service of Alcoholic Beverages # 3-3546. <sup>15</sup>

[ACOB 202](#): Service of Alcoholic Beverages.

[8900.1](#): Potential Problems Associated with Food/Beverage Service # 3-3551. <sup>15</sup>

[ACOB 213](#): Potential Problems Associated with Food and Beverage Service.

[InFO 13013](#): Enhanced Training for Flight Attendants (F/A).

### ALLERGIES

[AC 121-36](#): Management of Passengers who may be Sensitive to Allergens.

### ANNOUNCEMENTS

[14 CFR 121.317](#): Passenger information requirements, smoking prohibitions, and additional seat belt requirements.

- [121.317\(f\)](#): Passenger requirement to fasten seatbelt.
- [121.317\(g\)](#): Prohibition of smoking.
- [121.317\(h\)](#): Prohibition of smoking in a lavatory.
- [121.317\(k\)](#): Passenger compliance with crewmember instructions related to (f), (g), (h) and (l) of this section.

[14 CFR 121.571](#): Briefing passengers before takeoff.

- [121.571](#): (a) Before each takeoff (requirements)
- [121.571](#): (b) After each takeoff, immediately before or immediately after turning the seat belt sign off, an announcement shall be made that passengers should keep their seat belts fastened, while seated, even when the seat belt sign is off.

[8900.1](#): Passenger Seatbelt Discipline # 3-3561. <sup>15</sup>

[8900.1](#): Policy for Passengers and Flight Attendants Use of Seatbelts During Turbulence # 3-3567. <sup>15</sup>

[AC 121-24E](#): Passenger Safety Information Briefing and Briefing Cards.

### ARMING EMERGENCY SLIDE

[14 CFR 121.570](#): Airplane evacuation capability (emergency escape prior to movement on surface).

[8900.1](#): Door/Slide Arming # 3-3560. <sup>15</sup>

[ACOB 219](#): Door/Slide Arming.

### ASHTRAYS (Also see [lavatory](#))

[14 CFR 23.853\(c\)](#): Passenger and crew compartment interiors (need).

[14 CFR 25.853\(f\)\(g\)](#): Compartment interiors (requirement).

[14 CFR 121.215\(d\)](#), [125.113](#): Cabin interiors (requirement).

[AD 74-08-09 R3](#): Various Transport Category Airplanes.

[STC Relief Approval Letter for Airworthy Cabin Solutions, LLC B737-800](#).

### [AUTHORITY OF FLIGHT ATTENDANTS \(DELEGATED\)](#) (also see [authority of pilot in command, interference with crewmember](#))

The delegated authority of flight attendants comes from the following regulatory citations:

[14 CFR 121.311](#): Seats, safety belts, and shoulder harnesses.

- 121.311(e): Requirement to place seatback upright for takeoff and landing.

[14 CFR 121.317](#): Passenger information requirements, smoking prohibitions, and additional seat belt requirements.

- 121.317(f): Passenger requirement to fasten seatbelt.
- 121.317(g): Prohibition of smoking.
- 121.317(h): Prohibition of smoking in a lavatory.
- 121.317(k): Passenger compliance with crewmember instructions related to (f), (g), (h) and (l) of this section.

[14 CFR 121.577](#): Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing.

[14 CFR 121.580](#): Prohibition on interference with crewmembers.

[14 CFR 121.585](#): Exit Seating.

- 121.585 (c) Each passenger shall comply with instructions given by a crewmember or other authorized employee of the certificate holder implementing exit-seating restrictions established in accordance with this section.

[14 CFR 121.589](#): Carry-on baggage.

- 121.589(e): compliance with paragraphs (a), (b), (c), (d), and (g) of this section.

### [AUTHORITY OF PILOT IN COMMAND](#)

[14 CFR 1.1](#): General definitions.

[14 CFR 91.3](#): Responsibility and authority of pilot in command.

[14 CFR 121.421](#): Flight attendants: Initial and transition ground training (training requirement).

[14 CFR 121.533](#), [121.535](#), [121.537](#): Responsibility for operational control: Domestic operations, flag operations, supplemental operations (responsibility and authority).

[14 CFR 135.77](#): Responsibility for operational control.

[14 CFR 135.121\(c\)](#): Alcoholic beverages (prohibition of those who may be intoxicated).

[49 CFR 1544.233](#): Security coordinators and crewmembers, training.

[49 CFR 1544.235](#): Training and knowledge for individuals with security-related duties.

[Legal Interpretation: Pilot in Command authority in the cabin.](#)

### **[AUTHORIZED PERSONS](#) (See [passenger](#))**

The term “Supernumeraries” is no longer used. All references relating to the carriage of passengers aboard all-cargo airplanes use the term “authorized persons.” There are only two designations of persons aboard an aircraft. They are either categorized as a crewmember or passenger, with applicable regulatory compliance and performance requirements. Anyone categorized as an Authorized Person, unless specific regulatory language provides relief or added authorizations, must comply with the regulations applicable to passengers.

### **[AVIATION SAFETY ACTION PROGRAM \(ASAP\)](#)**

[14 CFR 91.25](#): Aviation Safety Reporting Program: Prohibition against use of reports for enforcement purposes.

[14 CFR 193](#): Protection of voluntarily submitted information.

[Federal Register](#): Protection of voluntarily submitted information 01-15853 (66 FR 33792) June 25, 2001.

[8900.1](#): Aviation Safety Action Program (ASAP) # 11-25 – 11-54. <sup>47</sup>

[8900.1](#): Events Excluded from an Aviation Safety Action Program. <sup>43</sup>

[AC 00-46F](#): Aviation Safety Reporting Program.

[AC 120-66C](#): Aviation Safety Action Program (ASAP).

[AC 120-66C](#): ASAP Report Process Flowchart.

[AC 120-92D](#): Safety Management Systems for Aviation Service Providers.

[Order 8000.82A](#): Designation of Aviation Safety Action Program (ASAP) Information as Protected from Public Disclosure Under 14 CFR Part 193.

### [FAA ASAP Policy and Guidance](#)

#### *Policy Updates*

[AC 120-66C: Appendix B Acceptance Criteria](#)

[Advance Distribution of Name-Redacted ASAP Reports to ERC Members](#)

[Responsibilities for the FAA Member of an ASAP ERC](#)

#### *Guides, Best Practices & Lessons Learned*

[ASAP Interface with SMS Examples](#)

[Best Practices for ASAP Event Review Committees](#)

[Lessons Learned and Best Practices for ERC Members](#)

[Process and Procedures Manual Example](#)

[ASAP Participants](#)

### **[BAGGAGE](#) (also see [cargo](#), [carry-on baggage](#))**

[8900.1](#): Carry-on baggage # 3-3547. <sup>15</sup>

[ACOB 211](#): Carry-on baggage.

[AC 120-27F](#): Aircraft Weight and Balance Control.

[AC 121-29B](#): Carry-on Baggage (air carrier carry-on baggage Programs).

[InFO 17008](#): The Transportation of Portable Electronic Devices (PED) in Checked Baggage.

### **[BAGGAGE COMPARTMENT](#)**

[14 CFR 25.787](#): Stowage compartments.

[14 CFR 25.1557\(a\)](#): Miscellaneous markings and placards (placards on compartments).

[14 CFR 121.215](#), [121.285](#), [125.113](#): Cabin interiors (requirements for cabin interiors).

[14 CFR 121.221](#): Fire precautions.

[14 CFR 121.285](#): Carriage of cargo in passenger compartments (requirements).

[14 CFR 135.87](#): Carriage of cargo including carry-on baggage.

[8900.1](#): Carry-on baggage # 3-3547. <sup>15</sup>

[ACOB 211](#): Carry-on Baggage.

[ACOB 915](#): Change to Federal Aviation Regulation Section [121.576](#) (restraint of all items of mass).

[8900.1](#): Retention of Items in Mass # 3-3550. <sup>15</sup>

[ACOB 982](#): DHC-8 Closet Floor Loading Weight Limits.

[TSO-C1e](#): Cargo Compartment Fire Detection Instruments.

[SAFO 15003](#): Fire Risk of Electronic Cigarettes (e-cigarettes) in Checked Baggage.

### **[BARS](#) (also see [lounge areas](#))**

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[ACOB 215](#): Standup Bars.

### **[BATTERIES](#)**

[8900.1](#): Lithium Battery Fires # 3-1853. <sup>29</sup>

[8900.1](#): Section 2 - Electronic Flight Bag (EFB) Program Checklist. # 4-1653 – 4-1654. <sup>78</sup>

[TSO C97](#): Lithium Sulfur Dioxide Batteries. (Historical)

[TSO C142b](#): Non-Rechargeable Lithium Cells and Batteries.

[InFO 07016](#): PHMSA Guidance on the Carriage of Batteries and Battery-Powered Devices.

[SAFO 15010](#): Carriage of Spare Lithium Batteries in Carry-on and Checked Baggage.

[SAFO 16011](#): Air Transport Restrictions for Recalled Lithium Batteries and Lithium Battery Powered Devices.

[SAFO 23003](#): Carriage of Battery Powered Mobility Aids (BPMA) on aircraft.

[SAFO 24007](#): Shipments of Batteries/Battery-Powered Devices and Flammable Materials.

[SAFO 25002](#): Managing the Risks of Lithium Batteries Carried by Passengers and Crewmembers.

[FAA Lithium Battery Safety Resources](#).

### **[BEVERAGES](#) (also see [alcohol](#))**

[14 CFR 121.575](#), [135.121](#): Alcoholic beverages.

[14 CFR 91.535](#), [121.577](#), [125.333](#), [135.122](#): Food/beverage service equipment (stowage).

[8900.1](#): Service of Alcoholic Beverages # 3-3546. <sup>15</sup>

[ACOB 202](#): Service of Alcoholic Beverages.

[8900.1](#): Stowage of Galley Service Items # 3-3549. <sup>15</sup>

[ACOB 212](#): Stowage of Galley Service Items (service of food/beverages during surface movement).

[8900.1](#): Potential Problems Associated with Food/Beverage Service # 3-3551. <sup>15</sup>

[ACOB 213](#): Potential Problems Associated with Food and Beverage Service.

[ACOB 217](#): Fire Prevention (plastic cups, glasses, etc.).

### **[BEVERAGE CART](#) (also see [carts](#), [galley equipment](#))**

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[ACOB 212](#): Stowage of Galley Service Items.

[8900.1](#): Stowage of Galley Service Items # 3-3549. <sup>15</sup>

[ACOB 213](#): Potential Problems Associated with Food and Beverage Service (prohibition against leaving carts unattended).

[8900.1](#): Potential Problems Associated with Food/Beverage Service (prohibition against leaving carts unattended) # 3-3551. <sup>15</sup>

[8900.1](#): Certificate Holder Food and Beverage Service Cart Safety and Serviceability. <sup>74</sup>

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[Coronavirus \(COVID-19\) Information from the FAA](#).

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[InFO 17001](#): Updated Standards for Electronic Signatures, Recordkeeping Systems and Electronic Manual Systems.

[MMEL PL-121 R1](#): Electronic Flight Bag (EFB) (Rev. 1: 05/03/2021)

[8900.1](#): EFB Checklist - EFB Electromagnetic Compatibility (EMC) Assessment. <sup>78</sup>

[Legal Interpretation: 14 CFR § 121.137\(b\) Distribution and availability of manuals.](#)

[Legal Interpretation: Procedures relating to the requirement in 14 CFR 121.137 \(b\).](#)

### **ELECTRONIC RECORDKEEPING (also see Recordkeeping)**

[8900.1](#): Section 2 - Requirements for Approval, Acceptance, and Authorization # 3-2999 – 3-3015. <sup>9</sup>

[8900.1](#): Electronic Recordkeeping System Requirements # 3-3010. <sup>9</sup>

[8900.1](#): Accept or Approve an Electronic Recordkeeping System # 3-3011. <sup>9</sup>

[8900.1](#): Section 3 - Crewmember and Aircraft Dispatcher Records 3-3031 – 3-3033. <sup>11</sup>

[AC 120-78B](#): Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals.

[InFO 16010](#): Updated Standards for Electronic Signatures, Recordkeeping Systems and Electronic Manual Systems.

[InFO 17001](#): Updated Standards for Electronic Signatures, Recordkeeping Systems and Electronic Manual Systems.

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[ACOB 226](#): Emphasis on Time Management and Crew Coordination In Preparation of Cabin for Impending Emergency Landing.

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[8900.1](#): Emphasis on Time Management and Crew Coordination in Preparation of Cabin for Impending Emergency Landing # 3-3564. <sup>15</sup>

[ACOB 227](#): Flight Attendant Restraint During a Crash and Emergency Evacuation Second Choice Exit Determination.

[8900.1](#): Flight Attendant Restraint During a Crash and Emergency Evacuation Second Choice Exit Determination # 3-3565. <sup>15</sup>

[ACOB 979](#): Require any Crewmember who Observes a Potential or Actual Emergency Situation to Verbally call it to the Captain's Attention.

[8900.1](#): Flight and Cabin Crewmember Coordination and Communication, and Safety During Potentially Hazardous Conditions of Flight # 3-3562. <sup>15</sup>

[AC 120-80B](#): Firefighting of General and High Energy In-Flight Fires.

[8900.1](#): Fire Prevention # 3-1851. <sup>29</sup>

[FAA-AM-91-3](#): Response Capability During Air Carrier Inflight Medical Emergencies.

[AC 121-33B](#): Emergency Medical Equipment.

[AC 121-34B](#): Emergency Medical Equipment Training.

[SAFO 05006](#): Avian Flu.

[SAFO 18003](#): Procedures for Addressing Odors, Smoke and/or Fumes in Flight.

[InFO 07016](#): PHMSA Guidance on the Carriage of Batteries and Battery-Powered Devices.

[InFO 07007](#): DOT Manual for Quarantinable Diseases.

### **[EMERGENCY EQUIPMENT](#) (also see [First Aid Equipment](#), look under specific equipment)**

[14 CFR 91.513](#): Emergency equipment (requirement).

[14 CFR 121.309](#), [125.207](#): Emergency Equipment (general).

[14 CFR 121.310](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment.

[14 CFR 121.337](#): Protective breathing equipment (requirements).

[14 CFR 121.339](#), [125.209](#): Emergency equipment for extended overwater operations.

[14 CFR 121.340](#): Emergency flotation means.

[14 CFR 121.353](#): Emergency equipment for operations over uninhabited terrain areas: Flag, supplemental, and certain domestic operations.

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[14 CFR 121.803](#): Emergency medical equipment.

[14 CFR 121 Appendix A](#): – First Aid Kits and Emergency Medical Kits (need for protection from damaging temperatures – regulatory requirements).

[14 CFR 135.98](#): Operations in the North Polar Area.

[14 CFR 135.167](#): Emergency equipment: extended overwater operations.

[ACOB 207](#): Pre-departure Cabin Equipment Checks by Flight Attendants.

[8900.1](#): Pre-departure Cabin Equipment Checks by Flight Attendants # 3-3553. <sup>15</sup>

[ACOB 211](#): Carry-on Baggage (commingling with emergency equipment).

[8900.1](#): Carry-on baggage # 3-3547. <sup>15</sup>

[ACOB 229](#): Flight Attendant Training on the Use of Cockpit Emergency Equipment.

[8900.1](#): Flight Attendant Training on the Use of Flight Deck Emergency Equipment # 3-1856. <sup>29</sup>

[8900.1](#): Differences in Aircraft Cabin Emergency Equipment # 3-3489. <sup>13</sup>

[8900.1](#): Air Carrier Manual Instructions Concerning Minimum Equipment List Conditions and Limitations # 3-3463. <sup>39</sup>

[8900.1](#): Operations without Certain Emergency Equipment (See **OpSpec A013**) # 3-736. <sup>14</sup>

[AC 121-33B](#): Emergency Medical Equipment.

[AC 121-34B](#): Emergency Medical Equipment Training.

[AC 91-58A](#): Use of Pyrotechnic Visual Distress Signaling Devices in Aviation.

[InFO 07013](#): Flotation Equipment for Inlap Children (Revised).

[InFO 20001](#): Emergency Medical Equipment on Passenger Aircraft.

[SAFO 05004](#): Portable oxygen for flight attendants must be connected by November 28, 2005.

[14 CFR 121 Appendix P](#): Requirements for ETOPS and Polar Operations.

[MMEL PL-120](#): Emergency Locator Transmitters (ELT). (Rev. 4 GC: 03/10/2023)

[MMEL PL-125](#): Equipment Relief without Passengers. (Rev. 1: 11/27/2012)

[MMEL PL-132](#): Portable Emergency Equipment. (Rev. 0: 5/03/2021)

[TSO – C126c](#): 406 MHz Emergency Locator Transmitters (ELTs).

[Legal Interpretation: Inspection tags concerning crash axe and portable lights \(e.g flashlights\).](#)

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### **[EMERGENCY EXIT](#) (also see [doors](#), [exits](#), [exit markings](#), [evacuation](#), [transport canada](#))**

[14 CFR 25.811](#): Emergency exit marking.

[14 CFR 25.813](#): Emergency exit access.

[14 CFR 25.1411](#): General (stowage provisions).

[14 CFR 91.607](#): Emergency exits for airplanes carrying passengers for hire.

[14 CFR 121.285](#): Carriage of cargo in passenger compartments.

[14 CFR 121.310](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (means for evacuation/escape route, exit marking).

[14 CFR 121.313\(h\)](#), [125.213](#): Miscellaneous equipment (placards).

[14 CFR 121.391](#), [125.269](#): Flight attendants (seating).

[14 CFR 121.417](#): Crewmember emergency training.

[14 CFR 121.570](#): Airplane evacuation capability (ready for emergency prior to movement on the surface).

[14 CFR 121.571](#): Briefing passengers before takeoff.

[14 CFR 121.574\(a\)\(7\)](#), [125.219](#), [135.91](#): Oxygen and portable oxygen concentrators for medical use by passengers (medicinal oxygen must not block access to aisle or any exit).

[ACOB 227](#): Flight Attendant Restraint During a Crash and Emergency Evacuation Second Choice Exit Determination.

[8900.1](#): Flight Attendant Restraint During a Crash and Emergency Evacuation Second Choice Exit Determination # 3-3565. <sup>15</sup>

[ACOB 229](#): Flight Attendant Training on the Use of Cockpit Emergency Equipment.

[8900.1](#): Flight Attendant Training on the Use of Flight Deck Emergency Equipment # 3-1856. <sup>29</sup>

[ACOB 508](#): DC-8-61 Life Lines.

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[8900.1](#): Boeing 747 Emergency Landing Considerations # 3-3488. <sup>13</sup>

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[FAA-AM-89-14](#): Influence of Adjacent Seating Configurations on Egress Through Type III Exit.

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[MMEL PL-125](#): Equipment Relief without Passengers. (Rev. 1: 11/27/2012)

### **EMERGENCY LIGHT OPERATION**

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[14 CFR 193](#): Protection of voluntarily submitted information.

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[8900.1](#): Voluntary Disclosure Reporting Program. <sup>49</sup>

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[14 CFR 25.803](#): Emergency evacuation.

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[Appendix J to Part 25](#): Emergency Evacuation.

[14 CFR 121.291](#), [125.189](#): Demonstrations of emergency evacuation procedures.

[14 CFR 121.310\(f\)](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (seat/berth obstruction).

[14 CFR 121.311\(i\)](#): Seats, safety belts, and shoulder harnesses (secure restraints avoid interference egress).

[14 CFR 121.391](#), [125.269](#): Flight attendants (duties).

[14 CFR 121.397](#), [125.271](#): Emergency and emergency evacuation duties.

[14 CFR 121.417](#): Crewmember emergency training.

[14 CFR 121.570](#): Airplane evacuation capability.

[14 CFR 121 Appendix D](#): Criteria for Demonstration of Emergency Evacuation Procedures (evacuation/ditching demonstration procedures).

[14 CFR 125 Appendix B](#): Criteria for Demonstration of Emergency Evacuation Procedures Under [§125.189](#).

[14 CFR 135.178\(a\)](#): Additional emergency equipment (means for emergency evacuation).

8900.1: Emergency Evacuation and Ditching Demonstrations ([see DEMONSTRATIONS](#)).

[AC 91-58A](#): Use of Pyrotechnic Visual Distress Signaling Devices in Aviation.

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[ACOB 229](#): Flight Attendant Training on the Use of Cockpit Emergency Equipment.

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[ACOB 911](#): Procedures and Training for Emergency Evacuations.

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[AC 25.803-1A](#): Emergency Evacuation Demonstrations.

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[8900.1](#): Emergency Evacuations with Infants # 3-3573. <sup>15</sup>

[8900.1](#): Evacuations # 3-1858. <sup>29</sup>

[SAFO 25003](#): Addressing Risk Associated with Passenger Non-Compliance and Retention of Carry-On Baggage and Personal Items During Emergency Evacuations.

[FAA-AM-78-3](#): Passenger Flow Rates Between Compartments.

[FAA-AM-79-6](#): Injuries in Air Transport Emergency Evacuations.

[FAA-AM-89-5](#): Operation Workload: A Study of Pax Energy Expenditure During an Evacuation.

[FAA-AM-96-18](#): Aircraft Evacuations onto Escape Slides and Platforms I: Effects of Pax Motivation.

[FAA-AM-97-20](#): Use of Object-Oriented Programming to Simulate Human Behavior in Emergency Evacuation of an Aircraft's Passenger Cabin.

[FAA-AM-00-11](#): Evacuee injuries and demographics in transport airplane precautionary emergency evacuations.

[FAA-AM-18/17](#): Evaluation of Egress From Side-Facing Seating With Deployed Inflatable Safety Equipment.

[FAA-AM-21/01](#): Effects of Airplane Cabin Interiors on Egress I: Assessment of Anthropometrics, Seat Pitch, and Seat Width on Egress.

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[14 CFR 121.309](#): Emergency Equipment (marking of slides).

[14 CFR 121.310](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (requirement; use of and arming/disarming).

[14 CFR 121.417](#): Crewmember emergency training.

[14 CFR 121.563](#): Reporting mechanical irregularities (mechanical reliability reporting).

[14 CFR 121.570](#): Airplane evacuation capability (ready for emergency prior to movement on the surface).

[ACOB 219](#): Door/Slide Arming.

[8900.1](#): Door/Slide Arming # 3-3560. <sup>15</sup>

[ACOB 221](#): Procedures and Training for Emergency Evacuations.

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[14 CFR 25.772](#): Pilot compartment doors.

[14 CFR 25.783](#): Doors.

[14 CFR 25.785\(h\)](#): Seats, berths, safety belts, and harnesses (flight attendant seats).

[14 CFR 25.807](#): Emergency exits.

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[14 CFR 25.813](#): Emergency exit access.

[14 CFR 91.607](#): Emergency exit for airplanes carrying passengers for hire.

[14 CFR 121.310\(e\)](#): Additional emergency equipment (operating handles and access).

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[ACOB 221](#): Procedures and Training for Emergency Evacuations.

[ACOB 227](#): Flight Attendant Restraint During a Crash and Emergency Evacuation Second Choice Exit Determination.

[8900.1](#): Flight Attendant Restraint During a Crash and Emergency Evacuation Second Choice Exit Determination # 3-3565. <sup>15</sup>

[ACOB 229](#): Flight Attendant Training on the Use of Cockpit Emergency Equipment.

[8900.1](#): Flight Attendant Training on the Use of Flight Deck Emergency Equipment # 3-1856. <sup>29</sup>

[AC 25.785-1B](#): Flight Attendant Seat and Torso Restraint System Installations.

[AC 25.807-1](#): Uniform Distribution of Exits.

[SAFO 12002](#): Painted-over Ball-lock Release Pins on Over-wing Escape Slide Doors.

[FAA-AM-92-27](#): Effects of Seating Configuration & Number of Type III Exits on Emergency Aircraft Evacuation.

[FAA-AM-95-22](#): Aircraft Evacuations Through Type III Exits I: Effects of Seat Placement at Exit.

[FAA-AM-95-25](#): Aircraft Evacuations Through Type III Exits II: Effects of Individual Subject Differences.

### **EXIT MARKINGS** (*also see [doors](#), [emergency exit](#)*)

[14 CFR 121.310](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (interior, exterior).

[AC 20-47](#): Exterior color band around exits on transport airplanes.

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[14 CFR 382.151](#): What are the requirements for providing Complaints Resolution Officials?

[8900.1](#): Exit Seating Program Job Aid (Figure 3-129). <sup>15</sup>

[8900.1](#): Exit Seating Program # 3-3572. <sup>15</sup>

[AC 121-24E](#): Passenger Safety Information Briefing and Briefing Cards.

### **[EXTENDED OVERWATER FLIGHT](#) (also see [overwater operations](#))**

[14 CFR 1.1](#): General definition.

[14 CFR 91.509](#): Survival equipment for overwater operations.

[AC 120-47](#): Survival Equipment for Use In Overwater Operations.

[AC 120-100](#): Basics of Aviation Fatigue.

### **[FATIGUE](#) (also see [duty time](#))**

[14 CFR 121.473](#): Fatigue risk management system.

[14 CFR 121.495](#): Fatigue risk management system.

[FAA-AM-11-16](#): Flight Attendant Fatigue: A Quantitative Review of Flight Attendant Comments.

[FAA-AM-11-18](#): Evaluation of a Fatigue Countermeasures Training Program for Flight Attendants.

[FAA-AM-07-21](#): Flight attendant fatigue study (CAMI).

[FAA-AM-12-12](#): 12/12 Flight attendant work/rest patterns, alertness, and performance assessment: Field validation of biomathematical fatigue modeling.

[FAA-AM-12-14](#): Analysis of Commute Times and Neurobehavioral Performance Capacity in Aviation Cabin Crew.

[FAA-AM-13-19](#): Field Study Evaluation of Cepstrum Coefficient Speech Analysis for Fatigue in Aviation Cabin Crew.

[8900.1](#): Fatigue Education and Awareness Training (FEAT) Program Approvals and Updates #3-4647 – 3-4653. <sup>70</sup>

[8900.1](#): Clarifying Policy Regarding the Flight Time, Duty, and Rest Requirements of 14 CFR Parts 117, 121, and 135 # 3-4669 – 3-4671. <sup>73</sup>

[AC 120-100](#): Basics of Aviation Fatigue.

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[AC 120-103A Ed Update](#): Fatigue Risk Management Systems for Aviation Safety.

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[InFO 19007](#): Fatigue Risk Management Plans (FRMP) for flight attendants (F/A) of certificate holders operating under Title 14 of the Code of Federal Regulations part 121.

### **[FIRES](#)**

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[14 CFR 121.417](#): Crewmember emergency training.

[ACOB 217](#): Fire Prevention.

[8900.1](#): Fire Prevention # 3-1851. <sup>29</sup>

[ACOB 223](#): Flight Attendant Training on Conditions of Aircraft Following an Accident.

[8900.1](#): Training on Conditions of Aircraft Following an Accident. # 3-1854. <sup>29</sup>

[ACOB 230](#): Training on Protective Breathing Equipment, other Fire Control Equipment, and Related Training Drills.

[8900.1](#): Training in Fire Control Equipment and Related Training Drills # 3-1857. <sup>29</sup>

[ACOB 966](#): Cabin Fluorescent Light Ballast Fires.

[8900.1](#): Cabin Fluorescent Light Ballast Fires # 3-1852. <sup>29</sup>

[FSAW 96-04](#): Improved Flammability Standards for Thermal/Acoustic Insulation.

[AC 120-80B](#): Firefighting of General and High Energy In-Flight Fires.

[AC 20-42D](#): Hand Fire Extinguishers for use in Aircraft.

[InFO 09010](#): Availability of a Federal Aviation Administration (FAA) In-flight Firefighting Training Video.

[InFO 07016](#): PHMSA Guidance on the Carriage of Batteries and Battery-Powered Devices.

[InFO 11002](#): Smoke/Fumes in the Cabin/Cockpit of Transport Category Aircraft.

[InFO 17021](#): Risk Associated with the Use of Fire Containment Products by Title 14 of the Code of Federal Regulations (14 CFR) Part 91 subpart K (91K), 121, 125 and 135 Operators.

[SAFO 06008](#): Fire Hazard with flameless ration heaters (aka meals, read-to-eat MRE).

[SAFO 09013](#): Fighting Fires Caused By Lithium Type Batteries in Portable Electronic Devices.

[TSO-C11e](#): Powerplant Fire Detection Instruments [fire detectors (thermal and flame contact types)].

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[TSO-C79](#): Fire detectors (radiation sensing type).

[FAA-AM-95-8](#): Aircraft Fires, Smoke, Toxicity, and Survival.

[FAA-AM-17-11](#): Cabin Crew Fire Training Needs Analysis.

[NAS9-15591](#): Cabin Fire Simulator Lavatory Tests.

[DOT/FAA/CT -91/2](#): Development and Growth of Inaccessible Aircraft Fires Under Inflight Airflow Conditions.

[FAA Aircraft Materials Fire Test Handbook](#).

### **FIRE EXTINGUISHER**

[14 CFR 25.851](#): Fire extinguishers (number required).

[14 CFR 91.513\(c\)](#): Emergency equipment (requirement).

[14 CFR 121.221](#): Fire precautions (requirement in compartments).

[14 CFR 121.309](#): Emergency equipment (requirements and number required).

[14 CFR 121.337](#): Protective breathing equipment (requirements).

[14 CFR 121.417](#): Crewmember emergency training.

[14 CFR 135.155](#): Fire extinguishers: Passenger-carrying aircraft.

[ACOB 230](#): Training on Protective Breathing Equipment, other Fire Control and Related Training Drills.

[8900.1](#): Training in Fire Control Equipment, and related training drills # 3-1857. <sup>29</sup>

[AC 20-42D](#): Hand Fire Extinguishers for use in Aircraft.

[TSO-C19c](#): Portable water-solution type hand fire extinguisher.

[DOT/FAA/CT-82/42](#): Study of Hand Held Fire Extinguishers Aboard Civil Aviation Aircraft.

[DOT/FAA/CT-82-111](#): In-Flight Aircraft Seat Fire Extinguishing Tests.

[14 CFR 121 Amdt. 121-185](#): Airplane Cabin Fire Protection.

[InFO 18013](#): Hand-held/Portable Fire Extinguisher Maintenance and Inspection.

[SAFO 21003](#): Inspection of Lavatory Fire Extinguishing Bottles on Aircraft Parked or Stored for a Prolonged Period of Time in a High-Temperature Environment.

[MMEL PL-132](#): Portable Emergency Equipment. (Rev. 0: 5/03/2021)

[Legal Interpretation: 14 CFR 121.309 \(c\)\(4\) Location of Fire Extinguishers on Flight Deck – Requirements](#).

[Legal Interpretation: Fire extinguisher placement on the flight deck.](#)

### **[FIRST AID EQUIPMENT](#) (also see [Emergency Equipment](#))**

[14 CFR 91.513](#): Emergency equipment (requirement).

[14 CFR 121.327](#): Supplemental oxygen: Reciprocating engine powered airplanes.

[14 CFR 121.329](#): Supplemental oxygen for sustenance: Turbine engine powered airplanes.

[14 CFR 121.331](#): Supplemental oxygen requirements for pressurized cabin airplanes: Reciprocating engine powered airplanes.

[14 CFR 121.333](#): Supplemental oxygen for emergency descent and for first aid; turbine engine powered airplanes with pressurized cabins.

[14 CFR 121.417](#): Crewmember emergency training.

[14 CFR 121.574](#): Oxygen and portable oxygen concentrators for medical use by passengers.

[14 CFR 121.801](#): Applicability.

[14 CFR 121.803](#): Emergency medical equipment.

[14 CFR 121.805](#): Crewmember Training for inflight medical events.

[14 CFR 121 Appendix A](#): First Aid Kits and Emergency Medical Kits (list of equipment).

[14 CFR 125.219](#), [135.91](#): Oxygen for medical use by passengers (requirement, contents).

[14 CFR 135.91](#): Oxygen for medical use by passengers.

[14 CFR 135.177](#): Emergency equipment requirements for aircraft having a passenger seating configuration of more than 19 passengers (first aid kit).

[ACOB 232](#): Emergency Medical Kits.

[8900.1](#): Emergency Medical Kits # 3-3485. <sup>13</sup>

[ACOB 905](#): Approving Items for use in First Aid Kits.

[AC 120-44A](#): Air Carrier First Aid Programs.

[AC 121-33B](#): Emergency Medical Equipment.

[AC 121-34B](#): Emergency Medical Equipment Training.

[InFO 20001](#): Emergency Medical Equipment on Passenger Aircraft.

[MMEL PL-132](#): Portable Emergency Equipment. (Rev. 0: 5/03/2021)

### **FIT FOR FLIGHT**

[14 CFR 91.17](#): Alcohol or drugs (use).

[AC 91.11-1](#): Guide to Drug Hazards in Aviation Medicine (Historical – cancelled document).

[Legal Interpretation \(Regionally issued\): Fitness of Airline Pass Riders](#) *embedded at end of document.*

### **FLAMMABILITY TESTING** (also see [blankets](#), [clothing](#), [cabin equipment](#), [fires](#))

[AC 25.853-1](#): Flammability Requirements for Aircraft Seat Cushions.

[InFO 08055](#): Flammability of Airline Blankets.

[Federal Register](#) Improved Flammability Standards for Materials Used in the Interiors of Airplane Cabins.

[DOT/FAA/AR-96/15](#): The Development of a Flammability Test Method for Aircraft Blankets, with findings.

[NAFEC 78-71-LR](#): Flammability tests of used aircraft interior materials.

[FSAW 96-04](#): Improved Flammability Standards for Thermal/Acoustic Insulation.

### **FLASHLIGHTS**

[14 CFR 91.503](#): Flying equipment and operating information.

[14 CFR 121.310\(n\)](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (stowage provisions; each flight attendant seat).

[14 CFR 121.549\(b\)](#): Flying equipment (each crewmember must have flashlight).

[MMEL PL-132](#): Portable Emergency Equipment. (Rev. 0: 5/03/2021)

### **FLIGHT ATTENDANTS**

[14 CFR 91.533](#), [121.391](#), [125.269](#), [135.107](#): Flight attendant requirements.

[14 CFR 121.333](#): Supplemental oxygen for emergency descent and for first aid; turbine engine powered airplanes with pressurized cabins (oxygen requirements).

[14 CFR 121.391](#), [125.269](#): Flight attendants (location during taxi, takeoff, and landing).

[14 CFR 121.393](#): Crewmember requirements at stops where passengers remain on board.

[14 CFR 121.394](#): Flight attendant requirements during passenger boarding and deplaning.

[14 CFR 121.417](#): Crewmember emergency training.

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[14 CFR 121.432](#): General (qualifications).

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[Department of Homeland Security – Blue Campaign. One Voice. One Mission. End Human Trafficking.](#)

[Department of Homeland Security Blue Campaign Human Trafficking Awareness Videos.](#)

[Department of Homeland Security Blue Campaign – Tools That Teach: What is Human Trafficking?](#)

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[Legal Interpretation: Supplemental operations requirements carrying appropriate parts of its manual.](#)

[Legal Interpretation: 14 CFR § 121.137\(b\) Distribution and availability of manuals.](#)

*Passenger Manifest*

[Legal Interpretation: Responsibility for passenger load manifest accuracy.](#)

*Supernumerary Personnel*

[Legal Interpretation: Is a server a flight attendant on part 135 operations.](#)

**[LIFELINES](#) (also see [ditching](#), [liferaft/life vest](#), [overwater operations](#))**

[14 CFR 25.1411\(g\)](#): General (stowage provisions).

[14 CFR 121.417](#): Crewmember emergency training.

[ACOB 508](#): DC-8-61 Lifelines ([14 CFR 25.787](#): stowage compartments).

[ACOB 945](#): Lifeline Provisions for extended overwater operations.

**[LIFE RAFT/LIFE VEST](#) (also see [ditching](#), [lifelines](#), [overwater operations](#))**

[14 CFR 25.1411](#): General (safety equipment).

[14 CFR 25.1415](#): Ditching equipment.

[14 CFR 25.1561](#): Safety equipment.

[14 CFR 91.509](#): Survival equipment for overwater operations.

[14 CFR 121.339](#): Emergency equipment for extended overwater operations (requirements).

[14 CFR 121.340](#): Emergency flotation means (location and other requirements).

[14 CFR 121.417](#): Crewmember emergency training.

[14 CFR 121.573](#), [125.327](#): Briefing of passengers: Extended overwater operations, before flight.

[14 CFR 121.583](#), [125.331](#): Carriage of persons without compliance with the passenger-carrying requirements of this part. ([also see legal interpretation concerning 121.583 under "Briefing"](#))

[14 CFR 135.85](#): Carriage of persons without compliance with the passenger-carrying provisions of this part.

[ACOB 224](#): Training for Flight and Cabin Crewmembers on the Availability, Capabilities, and Use of Emergency Flotation Equipment.

[InFO 07013](#): Flotation Equipment for Inlap Children (Revised).

[TSO-C70b](#): Life rafts (reversible and non-reversible).

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[TSO-C13g](#): Life Preservers (minimum performance standards).

[TSO-C72c](#): Individual Flotation Devices.

[Legal Interpretation of 121-340 \(a\)\(b\): infant life vests and overwater departures](#).

[FAA-AM-14-14](#): Inflatable Emergency Equipment I: Evaluation of Individual Inflatable Aviation Life Preserver Donning Tests.

### **LIGHTING SYSTEMS**

[14 CFR 25.812](#): Emergency lighting.

[14 CFR 121.310\(c\)\(3\)](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (floor proximity lighting).

[14 CFR 121.310](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (interior, exterior).

[14 CFR 121.310\(d\)](#): Additional emergency equipment (operation).

[AC 25.812-1A](#): [Floor Proximity Escape Path Marking](#).

[AC 25.812-2](#): Floor Proximity Escape Path Marking Systems Incorporating Photoluminescent Elements.

[FAA-AM-98-2](#): Performance Demonstrations: Floor Proximity Escape Path Marking Systems.

### **LIGHTS**

[14 CFR 121.310\(h\)](#), [125 Appendix A](#), [135.178](#): Additional emergency equipment (flashlight stowage provisions).

[14 CFR 121.339](#): Emergency equipment for extended overwater operations (lights on life vests).

[14 CFR 121.549\(b\)](#): Flying equipment (flashlights).

[8900.1](#): Miscellaneous Operational Amendments, Air Carrier Cabin Safety Operations Provisions (illumination of passenger signs, movement on surface) # 3-3557. <sup>15</sup>

### **LOAD LIMIT**

[14 CFR 25.787](#): Stowage compartments (placarded weight).

[14 CFR 121.285](#): Carriage of cargo in passenger compartment.

[ACOB 211](#): Carry-on Baggage.

[8900.1](#): Carry-on baggage # 3-3547. <sup>15</sup>

### **LOAD MANIFEST**

[14 CFR 121.693\(e\), 125.383](#): Load manifest: All certificate holders.

[ACOB 992](#): Accident Notification and Manifest Accounting Procedures.

[8900.1](#): Accident Notification and Manifest Accounting Procedures # 3-3566. <sup>15</sup>

[AC 120-27F](#): Aircraft Weight and Balance Control.

### **LOUNGE AREAS (also see [bars](#)) LOWER LOBE (also see [galley equipment](#))**

[14 CFR 25.785](#): Seats, berths, safety belts, and harnesses (padding, hand grips).

[14 CFR 25.803](#): Emergency evacuation.

[14 CFR 25.811](#): Emergency exit marking.

[14 CFR 25.812](#): Emergency lighting.

[14 CFR 25.819](#): Lower deck service compartments (including galleys).

[14 CFR 25.831](#): Ventilation.

[14 CFR 25.1439](#): Protective breathing equipment.

[ACOB 214](#): Problems with Lower Lobe Galleys.

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[14 CFR 243.7](#): Information collection requirements.

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[14 CFR 243.9](#): Procedures for collecting and maintaining the information.

[14 CFR 243.11](#): Transmission of information after an aviation disaster.

[14 CFR 243.13](#): Filing requirements.

[14 CFR 243.15](#): Conflict with foreign laws.

[14 CFR 243.17](#): Enforcement.

### **[MANUALS](#) (also see [electronic manuals](#), [training approval process](#))**

[14 CFR 119.43](#): Certificate Holder's Duty to Maintain Operations Specifications.

[14 CFR 119.53](#): Wet leasing of aircraft and other arrangements for transportation by air.

[14 CFR 121.131](#): Applicability.

[14 CFR 121.133](#), [125.71](#): Preparation.

[14 CFR 121.135](#), [125.73](#): Contents.

[14 CFR 121.137](#): Distribution and availability.

[14 CFR 121.139](#): Requirements for manual aboard aircraft: Supplemental operations.

[14 CFR 121.369](#): Manual requirements (Maintenance).

[14 CFR 135.21](#): Manual requirements.

[14 CFR 135.23](#): Manual contents.

[14 CFR 1520.5](#): Sensitive security information.

[14 CFR 1520.7](#): Covered persons.

[14 CFR 1520.9](#): Restrictions on the disclosure of SSI.

[14 CFR 1520.11](#): Persons with a need to know.

[14 CFR 1520.13](#): Marking SSI.

[14 CFR 1520.15](#): SSI disclosed by TSA or the Coast Guard.

[14 CFR 1520.17](#): Consequences of unauthorized disclosure of SSI.

[14 CFR 1520.19](#): Destruction of SSI.

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[8900.1](#): Manuals, Procedures, and Checklists for 14 CFR Parts 91K, 121, 125, and 135 # 3-3151. <sup>8</sup>

[8900.1](#): Manuals, Procedures, and Checklists – Phase One: Establishing a Framework for Review # 3-3152. <sup>8</sup>

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[8900.1](#): Notification of Deficiencies # 3-3157. <sup>8</sup>

[8900.1](#): Emergency Revisions # 3-3158. <sup>8</sup>

[ACOB 229](#): Flight Attendant Training on the Use of Cockpit Emergency Equipment.

[8900.1](#): Flight Attendant Training on the Use of Flight Deck Emergency Equipment # 3-1856. <sup>29</sup>

[8900.1](#): Manuals, Procedures, and Checklists for Parts 91K, 121, 125, 135: Background and Definitions # 3-3126 – 3-3132. <sup>56</sup>

[8900.1](#): Manuals, Procedures, and Checklists for Parts 91K, 121, 125, 135: Procedures # 3-3286 – 3-3287. <sup>44</sup>

[AC 120-59B](#): Air Carrier Internal Evaluation Programs.

[AC 120-76E](#): Authorization for Use of Electronic Flight Bags.

[AC 120-78B](#): Electronic Signatures, Electronic Recordkeeping Systems, and Electronic Manuals.

[InFO 13002](#): Crewmember Manuals.

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[SAFO 11007](#): Preflight Communication and Checks after a Cabin Decompression Event.

[MMEL PL-121](#): (EFB) Electronic Flight Bag. (Rev. 1: 05/03/2021)

[Legal Interpretation: 14 CFR § 121.137\(b\) Distribution and availability of manuals.](#)

[Legal Interpretation: a crewmember "shall have the manual or appropriate parts of it accessible when performing assigned duties."](#)

### **[MARIJUANA](#) (also see [cbd usage](#), [drugs](#), [narcotic drugs](#))**

[14 CFR 91.15](#): Dropping objects.

[14 CFR 121.15](#), [135.41](#): Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.

[DOT "Recreational Marijuana" Notice](#): DOT Office of Drug and Alcohol Policy and Compliance Notice.

[DOT "Medical Marijuana" Notice](#): DOT Office of Drug and Alcohol Policy and Compliance Notice.

[DOT "CBD" Notice](#): DOT OFFICE OF DRUG AND ALCOHOL POLICY AND COMPLIANCE NOTICE.

[FDA Warning Letters](#) and Test Results for Cannabidiol-Related Products.

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### **[MECHANICAL IRREGULARITIES](#)**

[14 CFR 121.563](#): Reporting mechanical irregularities.

[14 CFR 121.701](#): Maintenance log (aircraft).

[14 CFR 121.703](#): Mechanical reliability reports.

[14 CFR 135.65](#): Reporting mechanical irregularities.

[Legal Interpretation: Regarding 14 CFR 121.709 – does a non-routine card and other maintenance records such as cabin maintenance and non-essential furnishings records constitute an aircraft log.](#)

[ACOB 928](#): Crewmember Procedures for assessing Damage to Aircraft Inflight (reporting potentially hazardous conditions).

### **[MEDICAL KITS](#)**

[14 CFR 121 Appendix A](#): First Aid Kits and Emergency Medical Kits (contents).

[ACOB 232](#): Emergency Medical Kits

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[FAA-AM-91-2](#): Utilization of Emergency Kits by Air Carriers.

[FAA-AM-91-3](#): Response Capability During Civil Air Carrier Inflight Medical Emergencies.

[FAA-AM-97-2](#): In-flight Medical Care: An Update.

[AC 121-33B](#): Emergency Medical Equipment.

[AC 121-34B](#): Emergency Medical Equipment Training.

### **MEGAPHONES**

[14 CFR 25.1421](#): Megaphones.

[14 CFR 91.513](#), [125.207](#): Emergency equipment requirements.

[14 CFR 121.309\(f\)](#): Emergency equipment (requirement and location).

[AC 121-6](#): Portable Battery Powered Megaphones.

[TSO-C137a](#): Aircraft Portable Megaphones.

[MMEL PL-132](#): Portable Emergency Equipment. (Rev. 0: 5/03/2021)

### **MILITARY CHARTER** (also see [public aircraft](#))

[Defense Transportation Regulation – Part III Mobility, Transporting Weapons, Ammunition, and Hazardous Materials \(HAZMAT\)](#). (*Stowage of weapons on board. See I. 3. c* ).

[Defense Transportation Regulation, Part II Cargo Movement, Chapter 204](#): Hazardous Material.

[Defense Transportation Regulation, Part III Mobility, Chapter 301](#): General Mobility Movement Provisions.

[USTRANSCOM – Mobility](#) (Homepage of above regulations).

### **MOVEMENT ON THE SURFACE**

[14 CFR 121.577](#): Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing surface movement.

[ACOB 212](#): Stowage of Galley Service Items.

[8900.1](#): Stowage of Galley Service Items # 3-3549. <sup>15</sup>

[ACOB 216](#): Flight and Cabin crewmember coordination and communication, and safety during potentially hazardous condition of flight.

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[8900.1](#): Flight and Cabin Crewmember Coordination and Communication, and Safety During Potentially Hazardous Conditions of Flight # 3-3562. <sup>15</sup>

[ACOB 219](#): Door/Slide Arming.

[8900.1](#): Door/Slide Arming # 3-3560. <sup>15</sup>

[ACOB 228](#): Passenger Seatbelt Discipline.

[8900.1](#): Passenger Seatbelt Discipline # 3-3561. <sup>15</sup>

### **MUSICAL INSTRUMENTS** (also see [carry-on baggage](#))

[TSA Tips for Flying with Musical Instruments](#) (A phone app)

[DOT Flying with Musical Instruments](#)

[Filing a Complaint with an Airline](#)

### **NARCOTIC DRUGS** (also see [drugs](#), [marijuana](#))

[14 CFR 91.15](#): Dropping objects.

[14 CFR 121.15](#), [135.41](#): Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.

### **NIGHT VISION**

[Airplane Flying Handbook](#): Chapter 11 Night Operations, see Night Vision.

### **NONDISCRIMINATION ON THE BASIS OF DISABILITY IN AIR TRAVEL** (also see [passengers with disabilities](#))

[14 CFR 382.1](#): What is the purpose of this part?

[14 CFR 382.3](#): What do the terms in this rule mean?

[14 CFR 382.5](#): When are U.S. and foreign carriers required to begin complying with the provisions of this Part?

[14 CFR 382.7](#): To whom do the provisions of this Part apply?

[14 CFR 382.9](#): What may foreign carriers do if they believe a provision of a foreign nation's law conflicts with compliance with a provision of this part?

[14 CFR 382.10](#): How does a U.S. or foreign carrier obtain a determination that it is providing an equivalent alternative to passengers with disabilities?

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### *Nondiscrimination and access to services and information*

[14 CFR 382.11](#): What is the general nondiscrimination requirement of this Part?

[14 CFR 382.13](#): Do carriers have to modify policies, practices, and facilities to ensure nondiscrimination?

[14 CFR 382.15](#): Do carriers have to make sure that contractors comply with the requirements of this Part?

[14 CFR 382.17](#): May carriers limit the number of passengers with a disability on a flight?

[14 CFR 382.19](#): May carriers refuse to provide transportation on the basis of disability?

[14 CFR 382.21](#): May carriers limit access to transportation on the basis that a passenger has a communicable disease or other medical condition?

[14 CFR 382.23](#): May carriers require a passenger with a disability to provide a medical certificate?

[14 CFR 382.25](#): May a carrier require a passenger with a disability to provide advance notice that he or she is traveling on a flight?

[14 CFR 382.27](#): May a carrier require a passenger with a disability to provide advance notice in order to obtain certain specific services in connection with a flight?

[14 CFR 382.29](#): May a carrier require a passenger with a disability to travel with a safety assistant?

[14 CFR 382.31](#): May carriers impose special charges on passengers with a disability for providing services and accommodations required by this rule?

[14 CFR 382.33](#): May carriers impose other restrictions on passengers with a disability that they do not impose on other passengers?

[14 CFR 382.35](#): May carriers require passengers with a disability to sign waivers or releases?

### *Information for passengers*

[14 CFR 382.41](#): What flight-related information must carriers provide to qualified individuals with a disability?

[14 CFR 382.43](#): Must information and reservation services of carriers be accessible to individuals with visual, hearing, and other disabilities?

[14 CFR 382.45](#): Must carriers make copies of this Part available to passengers?

[14 CFR 382.53](#): What information must carriers give individuals with a vision or hearing impairment at airports?

### *Accessibility of aircraft*

[14 CFR 382.61](#): What are the requirements for movable aisle armrests?

[14 CFR 382.63](#): What are the requirements for accessible lavatories?

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[14 CFR 382.65](#): What are the requirements concerning on-board wheelchairs?

[14 CFR 382.67](#): What is the requirement for priority space in the cabin to store passengers' wheelchairs?

[14 CFR 382.69](#): What requirements must carriers meet concerning the accessibility of videos, DVDs, and other audio-visual presentations shown on-aircraft to individuals who are deaf or hard of hearing?

[14 CFR 382.71](#): What other aircraft accessibility requirements apply to carriers?

[14 CFR 382.72](#): Must carriers allow a service animal to accompany a passenger with a disability?

[14 CFR 382.73](#): How do carriers determine if an animal is a service animal that must be accepted for transport? May a carrier require that a service animal be under the control of the service animal user or handler?

[14 CFR 382.74](#): How many service animals must a carrier transport in the cabin of aircraft?

[14 CFR 382.75](#): May a carrier require documentation from passengers with disabilities seeking to travel with a service animal?

[14 CFR 382.77](#): May carriers restrict the location and placement of service animals on aircraft?

[14 CFR 382.79](#): Under what other circumstances may carriers refuse to provide transportation to a service animal traveling with a passenger with a disability?

[14 CFR 382.80](#): May carriers impose additional restrictions on the transport of service animals?

### *Seating accommodations*

[14 CFR 382.81](#): For which passengers must carriers make seating accommodations?

[14 CFR 382.83](#): Through what mechanisms do carriers make seating accommodations?

[14 CFR 382.85](#): What seating accommodations must carriers make to passengers in circumstances not covered by 382.81 (a) through (d)?

[14 CFR 382.87](#): What other requirements pertain to seating for passengers with a disability?

### *Boarding, deplaning, and connecting assistance*

[14 CFR 382.91](#): What assistance must carriers provide to passengers with a disability in moving within the terminal?

[14 CFR 382.93](#): Must carriers offer preboarding to passengers with a disability?

[14 CFR 382.95](#): What are carriers' general obligations with respect to boarding and deplaning assistance?

[14 CFR 382.97](#): To which aircraft does the requirement to provide boarding and deplaning assistance through the use of lifts apply?

[14 CFR 382.99](#): What agreements must carriers have with the airports they serve?

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[14 CFR 382.101](#): What other boarding and deplaning assistance must carriers provide?

[14 CFR 382.103](#): May a carrier leave a passenger unattended in a wheelchair or other device?

[14 CFR 382.105](#): What is the responsibility of carriers at foreign airports at which airport operators have responsibility for enplaning, deplaning, and connecting assistance?

### *Services on aircraft*

[14 CFR 382.111](#): What services must carriers provide to passengers with a disability on board the aircraft?

[14 CFR 382.113](#): What services are carriers not required to provide to passengers with a disability on board the aircraft?

[14 CFR 382.115](#): What requirements apply to on-board safety briefings?

[14 CFR 382.119](#): What information must carriers give individuals with vision or hearing impairment on aircraft?

### *Stowage of wheelchairs, other mobility aids, and assistive devices*

[14 CFR 382.121](#): What mobility aids and other assistive devices may passengers with a disability bring into the aircraft cabin?

[14 CFR 382.123](#): What are the requirements concerning priority cabin stowage for wheelchairs and other assistive devices?

[14 CFR 382.125](#): What procedures do carriers follow when wheelchairs, other mobility aids, and other assistive devices must be stowed in the cargo compartment?

[14 CFR 382.127](#): What procedures apply to stowage of battery-powered mobility aids?

[14 CFR 382.129](#): What other requirements apply when passengers' wheelchairs, other mobility aids, and other assistive devices must be disassembled for stowage?

[14 CFR 382.131](#): Do baggage liability limits apply to mobility aids and other assistive devices?

[14 CFR 382.133](#): What are the requirements concerning the evaluation and use of passenger-supplied electronic devices that assist passengers with respiration in the cabin during flight?

### *Training and administrative provisions*

[14 CFR 382.141](#): What training are carriers required to provide for their personnel?

[14 CFR 382.143](#): When must carriers complete training for their personnel?

[14 CFR 382.145](#): What records concerning training must carriers retain?

### *Complaints and enforcement procedures*

[14 CFR 382.151](#): What are the requirements for providing Complaints Resolution Officials?

[14 CFR 382.153](#): What actions do CROs take on complaints?

[14 CFR 382.155](#): How must carriers respond to written complaints?

[14 CFR 382.157](#): What are carriers' obligations for recordkeeping and reporting on disability-related complaints?

[14 CFR 382.159](#): How are complaints filed with DOT?

[Appendix A to Part 382](#) - Report of Disability-Related Complaint Data.

[Appendix B to Part 382](#) - Cross-Reference Table.

**[NON-FLIGHT ATTENDANT PERSONNEL](#)** (see [supernumerary personnel](#))

**[NUMBER OF PASSENGER SEATS](#)** (also see [seats/safety belts](#))

Determined accordance with [14 CFR 25.803](#) and [121.291](#).

Listed in the OpSpecs/[Type Certificate Data Sheets](#). In DRS, it's located in **Design and Production Approvals → Type Certificate Data Sheets**.

**[ODORS](#)** (see [fumes](#))

**[OFFICE OF AVIATION MEDICINE \(OAM\)](#)**

[Aerospace Medicine Technical Reports](#)

**[OPERATING EXPERIENCE](#)** (also see [crew qualifications](#), [training - CFRs](#), [training - broad spectrum](#))

[14 CFR 121.392](#): Personnel identified as flight attendants.

[14 CFR 121.434](#): Operating experience, operating cycles, and consolidation of knowledge and skills (flight attendant).

[8900.1](#): Flight Attendants Operating Experience # 3-23-8-1. <sup>2</sup>

**[OPERATIONAL CONTROL](#)**

[14 CFR 121.533](#), [121.535](#), [121.537](#): Responsibility for operational control: Domestic operations, flag operations, supplemental operations (responsibility and authority).

[8900.1](#): Training, Qualifications and Operational Control of Flight Attendants Who have Served or May be Serving at more than One Air Carrier # 3-1862. <sup>29</sup>

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[AC 120-101 CHG 1 Ed Update](#): Part 121 Air Carrier Operational Control (Chg 1).

[InFO 08005](#): Part 135 Operational Control Questions & Answers (Q&As).

[Legal Interpretation: "Wet Lease" Arrangements Proposed in US/EU Air Service Negotiations \(Wet Lease, Dry Lease, and Charter defined\)](#)

### **OPERATIONS SPECIFICATIONS**

[14 CFR 1.1](#): General Definitions.

[14 CFR 119.9](#): Use of business names.

[14 CFR 119.33](#): General requirements.

[14 CFR 119.36](#): Additional certificate application requirements for commercial operators.

[14 CFR 119.37](#): Contents of an Air Carrier Certificate or Operating Certificate.

[14 CFR 119.43](#): Certificate holder's duty to maintain operations specifications.

[14 CFR 119.47](#): Maintaining a principal base of operations, main operations base, and main maintenance base; change of address.

[14 CFR 119.49](#): Contents of operations specifications.

[14 CFR 119.53](#): Wet leasing of aircraft and other arrangements for transportation by air.

[14 CFR 119.59](#): Conducting tests and inspections.

[14 CFR 119.63](#): Recency of operation.

[14 CFR 119.65](#): Management personnel required for operations conducted under part 121 of this chapter.

[14 CFR 119.67](#): Management personnel: Qualifications for operations conducted under part 121 of this chapter.

[14 CFR 119.69](#): Management personnel required for operations conducted under part 135 of this chapter.

[14 CFR 119.71](#): Management personnel: Qualifications for operations conducted under part 135 of this chapter.

[8900.1](#): Availability of Ops Specs to Crewmembers and Other Employee Personnel # 3-681. <sup>55</sup>

### **OVERPRESSURIZED AIRCRAFT**

[8900.1](#): Over-pressurized Airplanes # 3-3464. <sup>39</sup>

[SAFO 08007](#): Hazard Present on Airplanes Pressurized by an A/C Cart during Ground Operations.

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[A-07-96](#): NTSB Safety Recommendation concerning aircraft pressurized on the ground with air conditioning cart attached.

[A-02-26 through -32](#): NTSB Safety recommendation concerning overpressurized A300 aircraft and lavatory smoke detectors.

### **OVERWATER OPERATIONS** (*also see [ditching](#), [lifelines](#), [liferaft/life vest](#)*)

[14 CFR 1.1](#): General definitions (extended overwater flight).

[14 CFR 91.509](#): Survival equipment for overwater operations.

[14 CFR 121.161](#): Airplane limitations: Type of route.

[14 CFR 121.339](#): Emergency equipment for extended overwater operations.

[14 CFR 121.340](#): Emergency flotation means.

[14 CFR 121.573](#): Briefing passengers: extended overwater operations.

[14 CFR 121.583](#), [125.331](#): Carriage of persons without compliance with the passenger-carrying requirements of this part. (*also see [legal interpretation concerning 121.583 under "Briefing"](#)*)

[14 CFR 135.85](#): Carriage of persons without compliance with the passenger-carrying provisions of this part.

[14 CFR 125.209](#): Emergency equipment: Extended overwater operations.

[14 CFR 125.327\(a\) \(6\)](#): Briefing of passengers before flight.

[14 CFR 135.167](#): Emergency equipment (extended overwater operations).

[AC 120-47](#): Survival Equipment for Use In Overwater Operations.

[8900.1](#): Briefings on Individual Flotation Devices # 3575. <sup>15</sup>

[TSO-C13g](#): Life Preservers (minimum performance standards).

[TSO-C91a](#): Emergency Locator Transmitters (ELT) Equipment. (Historical)

[InFO 07003](#): Emergency Locator Transmitter (ELT) Accessibility and Carriage.

[Legal Interpretation: Carriage of persons without compliance with the passenger-carrying requirements of 121.583.](#)

[Legal Interpretation of 121-340 \(a\)\(b\): infant life vests and overwater departures.](#)

### **OXYGEN** (*also see [decompression](#), [oxygen masks](#), [portable oxygen concentrators](#)*)

[14 CFR 25.1439](#): Protective breathing equipment [separate compartments (lower lobe)].

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[14 CFR 25.1441](#): Oxygen equipment and supply.

[14 CFR 25.1443](#): Minimum mass flow of supplemental oxygen.

[14 CFR 25.1445](#): Equipment standards for the oxygen distributing system.

[14 CFR 25.1447](#): Equipment standards for oxygen dispensing units.

[14 CFR 25.1449](#): Means for determining use of oxygen.

[14 CFR 25.1450](#): Chemical oxygen generators.

[14 CFR 25.1453](#): Protection of oxygen equipment from rupture.

[14 CFR 91.211](#): Supplemental oxygen.

[14 CFR 121.327](#): Supplemental oxygen: Reciprocating engine powered airplanes.

[14 CFR 121.329](#): Supplemental oxygen for sustenance: Turbine engine powered airplanes.

[14 CFR 121.331](#): Supplemental oxygen requirements for pressurized cabin airplanes: Reciprocating engine powered airplanes.

[14 CFR 121.333](#): Supplemental oxygen for emergency descent and for first aid; turbine engine powered airplanes with pressurized cabins.

[14 CFR 121.417](#): Crewmember emergency training.

[14 CFR 121.574](#), [125.219](#), [135.91](#): Oxygen and portable oxygen concentrators for medical use by passengers.

[14 CFR 121.1500](#): SFAR No. 111—Lavatory Oxygen Systems.

[14 CFR 135.89](#): Pilot requirements: Use of oxygen.

[14 CFR 135.157](#): Oxygen equipment requirements.

[ACOB 225](#): Training of Cockpit and Cabin Crewmembers on the Operational Characteristics of Chemically Generated Supplemental Oxygen System and Updating of Passenger Briefing Information.

[8900.1](#): Transportation of Oxygen Generators (Chemical) 6-2151. <sup>42</sup>

[AC 120-95A](#): Portable Oxygen Concentrators.

[FAA-AM-98-27](#): Performance of a Portable Oxygen Breathing System at 25,000 Feet Altitude.

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[14 CFR 121.333](#): Supplemental oxygen for emergency descent and for first aid: turbine engine powered airplanes with pressurized cabins (use of).

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[FAA-AM-80-18](#): Evaluation of the Protective Efficiency of a New Oxygen Mask for Aircraft Passenger Use to 40,000 Feet.

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[TSA](#): Permitted and Prohibited Items.

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[Nondiscrimination on the Basis of Disability in Air Travel: “Seat Strapping” of Passenger Wheelchairs in the Aircraft Cabin \(Part 382\).](#) (MS Word version)

[Nondiscrimination on the Basis of Disability in Air Travel – Final Rule: Effective May 13, 2009.](#)

[Answers to Frequently Asked Questions Concerning Air Travel - Section 382.7, effective May 13, 2009.](#)

[Nondiscrimination on the Basis of Disability in Air Travel; Accessibility of Aircraft and Stowage of Wheelchairs.](#)

[New Horizons, Information for the Air Traveler with a Disability.](#)

[Air Travel – Your Rights as a Passenger with a Disability.](#)

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[DOT – Disability. A compilation of rules, guidance, enforcement orders and publications on disability issues in aviation.](#) *(Lots of links to information on this page)*

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[SAFO 23003:](#) Carriage of Battery Powered Mobility Aids (BPMA) on aircraft.

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[Accessible Seating Accommodations in Air Travel](#)

[AmSafe CARES Child harness](#)

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FAA Resource Guide-Use of Restraint Systems on Aircraft by People with Disabilities Rev. 1-1-2024



FAA Resource  
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[MMEL PL-089](#): Fasten Seat Belt While Seated Signs or Placards. (Rev 2: 01/31/2009)

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[AC 120-59B:](#) Air Carrier Internal Evaluation Programs.

[8740.1E:](#) Safety Management Systems – Background (See Chapter 13). *Historical document*

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### **[SEATBELT DISCIPLINE](#) (also see [turbulence](#))**

[AC 120-88A CHG 1](#): Preventing Injuries Caused by Turbulence.

[ACOB 228](#): Passenger Seatbelt Discipline.

[8900.1](#): Passenger Seatbelt Discipline # 3-3561. <sup>15</sup>

[ACOB 216](#): Flight and Cabin Crewmember Coordination and Communication, and Safety During Potentially Hazardous Conditions of Flight.

[8900.1](#): Flight and Cabin Crewmember Coordination and Communication, and Safety During Potentially Hazardous Conditions of Flight # 3-3562. <sup>15</sup>

[InFO 11001](#): Seat Belt Use and Passenger Injuries in Turbulence.

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[14 CFR 25.785](#): Seats, berths, safety belts and harnesses.

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[14 CFR 91.107](#): Use of safety belts, shoulder harnesses, and child restraint systems.

[14 CFR 121.285](#): Carriage of cargo in passenger compartments.

[14 CFR 121.311](#), [125.211](#): Seats, safety belts, and shoulder harnesses (use and requirement; upright for takeoff and landing).

[14 CFR 135.127](#): Passenger information requirements and smoking prohibitions.

[14 CFR 121.317](#), [125.217](#), [135.127](#): Passenger information requirements, smoking prohibitions, and additional seatbelt requirements.

[14 CFR 121.571](#): Briefing passengers before takeoff.

[14 CFR 135.128](#): Use of safety belts and child restraint systems.

[14 CFR 382.61](#): What are the requirements for movable aisle armrests?

[ACOB 209](#): Upright Position of Seat Backs for Takeoff and Landing.

[8900.1](#): Upright Position of Seat Backs for Takeoff and Landing # 3-3483. <sup>13</sup>

[AC 25.562-1B](#): Dynamic Evaluation of Seat Restraint Systems & Occupant Protection on Transport Category Airplanes.

[AC 25.785-1B](#): Flight Attendant Seat and Torso Restraint System Installations.

[AC 21-25B](#): Approval of Modified Seats and Berths Initially Approved Under a Technical Standard Order.

[AC 25.853-1](#): Flammability Requirements for Aircraft Seat Cushions.

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[TSO-C39b](#): Aircraft Seats and Berths.

[TSO-C39c](#): 9g Transport Airplane Seats Certified by Static Testing.

[TSO-C22g](#): Safety Belts.

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[SAFO 08004](#): Visibility and accessibility of seatbelts for Title 14 Code of Federal Regulations (14 CFR) Part 121 and Part 135 certificate holders.

[InFO 09018](#): Stowage of Items in Seat Pockets.

[InFO 10021](#): Improved Seat Rule 14 CFR 121.311(j).

[InFO 11006](#): Inflatable Seat Belts.

[InFO 12012](#): Use of Passenger-Provided Seat Belt Extenders.

[InFO 17004](#): Seat Belt Repairs and Alterations.

[Final Rule: Improved Seats in Air Carrier Transport Category Airplanes](#) (air bags). (Federal Register 09/27/2005)

[MMEL PL-079](#): Passenger Seat Relief. (Rev. 9: 12/05/2017)

[Legal Interpretation: TSO tag legibility on seatbelts.](#)

[Legal Interpretation: Knee Defender.](#)

[DOT/FAA/AR-00/13](#): Benefit Analysis for Aircraft 16-g Dynamic Seats.

[FAA-AM-21/07](#): Simulation of Oblique Loading Configurations Using an FAA Hybrid III Virtual Anthropomorphic Test Device.

### **[SECURITY](#) (also see [prisoner](#), [weapons](#))**

[14 CFR 121.295](#): Location for a suspect device.

[49 CFR 1544](#): Aircraft Operator Security: Air Carriers and Commercial Operators.

[AC 108-1](#): Air Carrier Security ([14 CFR 121.538](#), [135.125](#): Aircraft Security).

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[InFO 08014](#): Minimum Crew Requirements for Boarding and Presence of Federal Air Marshals.

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[Vision-100 Century of Aviation Reauthorization Act](#)

[AC 25.795-6](#): Least Risk Bomb Location.

### **[SERVICE ANIMALS IN AIR TRANSPORTATION](#) (also see [passengers with disabilities](#))**

[Federal Register Guidance Concerning Service Animals in Air Transportation](#). ([.doc version](#))

[Policy Guidance Concerning Service Animals in Air Transportation](#).

[DOT Service Animals \(Including Emotional Support Animals\) Things to Know](#).

[DOT Air Travel With Service Animals Brochure – Important Things To Know Before You Go](#).

[Final Statement of Enforcement Priorities Regarding Service Animals \(Original\)](#).

[8900.1](#): Location and Placement of Service Animals on Aircraft # 3-3576. <sup>15</sup>

[DOT Final Rule: Traveling by Air with Service Animals](#).

[Service Animals – Final Rule](#). (Issued 12/2/2020)

### **[SERVICE ITEMS](#) (also see [galley equipment](#))**

[14 CFR 91.535, 121.577, 125.333, 135.122](#): Stowage of food, beverage, and passenger service equipment during aircraft and movement on the surface, takeoff, and landing.

[ACOB 212](#): Stowage of Galley Service Items.

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[14 CFR 91.517](#): Passenger information (smoking and safety belt signs).

[14 CFR 121.317](#): Passenger information requirements, smoking prohibitions, and additional seatbelt requirements (signs).

[14 CFR 135.177](#): Emergency equipment requirements for aircraft having a passenger seating configuration of more than 19 passengers (signs).

[MMEL PL-089](#): Fasten Seatbelt While Seated Signs or Placards. (Rev. 2: 01/31/2009)

[MMEL PL-123](#): Passenger Notice System (Lighted Information Signs). (Rev. 1: 04/30/2010)

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[ACOB 913](#): Demonstration of Portability of Automatic Slide/Raft Assemblies.

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[FAA-AM-98-3](#): Inflatable Escape Slide Beam & Girt Strength Tests.

[MMEL PL-099](#): Door/Slide Relief Policy. (Rev. 2: 02/26/2010)

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[14 CFR 25.791](#): Passenger information signs and placards.

[14 CFR 121.285](#): Carriage of cargo in passenger compartments (obstruction of no smoking sign).

[14 CFR 121.317](#), [125.217](#), [135.127](#): Passenger information requirements, smoking prohibitions, and additional seatbelt requirements.

[14 CFR 121.317\(h\)](#), [125.217](#), [135.127](#): Passenger information requirements, smoking prohibitions, and additional seatbelt requirements (prohibition against smoking in lavatory).

[14 CFR 121.571](#), [125.327](#): Briefing passengers before takeoff.

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[FAA-AM-80-11](#): The Effects of Tobacco on Aviation Safety.

[DOT Part 252](#): Smoking Aboard Aircraft.

[TC6918SE-T-CS-12](#): Equivalent Level of Safety – no smoking placards.

[InFO 13010](#): Supplement – FAA Aid to Operators for the Expanded Use of Passenger PEDS.

[DOT Final Rule: Hazardous Materials: Carriage of Battery-Powered Electronic Smoking Devices in Passenger Baggage.](#)

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[14 CFR 121.353](#): Emergency equipment for operations over uninhabited terrain areas: Flag, supplemental, and certain domestic operations.

[ACOB 959](#): Crewmember Survival Training.

[ACOB 940](#): Care of Passengers Following Air Carrier Accidents.

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[FAA-AM-70-16](#): Survival in Emergency Escape From Passenger Aircraft.

[FAA-AM-94-10](#): Effects of Cold Exposure on Wet Aircraft Passengers.

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[Flight Delays](#): DOT compilation of rules, guidance, enforcement orders.

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[8900.1](#): Flight Attendant Aircraft Ground Training – Aircraft-Specific Emergency Subjects Training Modules # 3-1829. <sup>6</sup>

[8900.1](#): Flight Attendant Aircraft Ground Training – Adaptation of Flight Attendant Aircraft Ground training Curriculum Segment to the Various Categories of Training # 3-1830. <sup>6</sup>

[8900.1](#): Flight Attendant Aircraft Ground Training – Curriculum Segment Completion Requirements # 3-1831. <sup>6</sup>

[8900.1](#): Flight Attendant Aircraft Ground Training – Evaluation of Training Hours # 3-1832. <sup>6</sup>

[8900.1](#): Flight Attendant Aircraft Ground Training – Crediting Distance Learning as a Component of Ground Training for Flight Attendants # 3-1833. <sup>6</sup>

[8900.1](#): Flight Attendant Aircraft Ground Training – Evaluation of Flight Attendant Aircraft Ground Training Curriculum Segment Outline for Initial Approval # 3-1834. <sup>6</sup>

### **TRAINING – BASIC INDOC**

[8900.1](#): Flight Attendant Basic Indoctrination Training – General # 3-1766. <sup>5</sup>

[8900.1](#): Flight Attendant Basic Indoctrination Training – Basic Indoctrination Subject Areas # 3-1767. <sup>5</sup>

[8900.1](#): Flight Attendant Basic Indoctrination Training – Flight Attendant Basic Indoctrination Training Modules # 3-1768. <sup>5</sup>

[8900.1](#): Flight Attendant Basic Indoctrination Training – Operator-Specific Training Modules # 3-1769. <sup>5</sup>

[8900.1](#): Flight Attendant Basic Indoctrination Training – Flight Attendant-Specific Training Modules # 3-1770. <sup>5</sup>

[8900.1](#): Flight Attendant Basic Indoctrination Training – Curriculum Segment Completion Requirements # 3-1771. <sup>5</sup>

[8900.1](#): Flight Attendant Basic Indoctrination Training – Evaluation of Training Hours # 3-1772. <sup>5</sup>

[8900.1](#): Flight Attendant Basic Indoctrination Training – Evaluation of a Flight Attendant Basic Indoctrination Curriculum Segment Outline for Initial Approval # 3-1773. <sup>5</sup>

[8900.1](#): Flight Attendant Basic Indoctrination Training – Flight Attendant Basic Indoctrination Curriculum Segment Job Aid # 3-1774. <sup>5</sup>

[SAFO 23002](#): Aviation Safety Call to Action.

### **TRAINING – EMERGENCY TRAINING**

[8900.1](#): Flight Attendant General Emergency Training – General # 3-1791. <sup>4</sup>

## Cabin Safety Subject Index by Topic

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[8900.1](#): Flight Attendant General Emergency Training – Joint Pilot/Flight Attendant Evacuation Training # 3-1792. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – General Emergency Training Subject Areas # 3-1793. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Flight Attendant Evacuation Command # 3-1794. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Content of F/A General Emergency Training Curriculum Segment Outline # 3-1795. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – General Emergency Training Modules # 3-1796. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Emergency Equipment Training Modules # 3-1797. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Emergency Situation Training Modules # 3-1798. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Handling of Carry-on Baggage During an Aircraft Accident # 3-1799. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Emergency Drill Training Modules # 3-1800. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Emergency Drills # 3-1801. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Guidelines for Training Flight Attendants Assigned to Open More Than One Door During an Aircraft Emergency Evacuation # 3-1802. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Adaptation of General Emergency Training Curriculum Segments to the Various Categories of Training # 3-1803. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Curriculum Segment Completion Requirements # 3-1804. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Evaluation of Training Hours # 3-1805. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Evaluation of Cabin and Exit Mockups # 3-1806. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – Evaluation of F/A General Emergency Training Curriculum Segment Outline for Initial Approval # 3-1807. <sup>4</sup>

[8900.1](#): Flight Attendant General Emergency Training – F/A General Emergency Curriculum Segment Job Aid # 3-1808. <sup>4</sup>

[N 8900.716](#): Title 14 of the Code of Federal Regulations (14 CFR) § 121.417 Ditching Drill Requirements.

[InFO 24015](#): Crewmember Emergency Training.

[SAFO 23002](#): Aviation Safety Call to Action.

### **TRAINING – EQUIPMENT APPROVAL**

[8900.1](#): General # 3-23-7-3. <sup>84</sup>

[8900.1](#): Training equipment requirements # 3-23-7-5. <sup>84</sup>

[8900.1](#): Record of discrepancies # 3-23-7-7. <sup>84</sup>

[8900.1](#): Operability requirement # 3-23-7-9. <sup>84</sup>

[8900.1](#): Approval # 3-23-7-11. <sup>84</sup>

[8900.1](#): Specific types of training equipment # 3-23-7-13. <sup>84</sup>

### **TRAINING – RECORDKEEPING** (see [recordkeeping](#))

### **TRAINING – REQUALIFICATION**

[8900.1](#): Flightcrew Requalification Training Curriculum definition # 3-1362. <sup>52</sup>

[8900.1](#): Requalification for failure to complete recurrent training during the eligibility period # 3-1362. <sup>52</sup>

[8900.1](#): Part 121 Requalification Curriculum Flight Crewmember Overdue Training, table 3-75. <sup>52</sup>

### **TRANSIT STOPS** (see [distribution of flight attendants](#))

### **TRAYS**

[14 CFR 121.577](#): Stowage of food, beverage, and passenger service equipment during airplane movement on the surface, takeoff, and landing.

[ACOB 212](#): Stowage of Galley Service Items (prohibition against serving during surface movement).

[8900.1](#): Stowage of Galley Service Items # 3-3549. <sup>15</sup>

[ACOB 213](#): Potential Problems Associated with Food and Beverage Service.

[8900.1](#): Potential Problems Associated with Food/Beverage Service # 3-3551. <sup>15</sup>

[8900.1](#): Galley Security # 3-3568. <sup>15</sup>

### **TURBULENCE** (also see [seatbelt discipline](#))

[14 CFR 121.317](#), [125.217](#), [135.127](#): Passenger information requirements, smoking prohibitions, and additional seatbelt requirements (obeying seatbelt sign).

[ACOB 213](#): Potential Problems Associated with Food and Beverage Service.

[8900.1](#): Potential Problems Associated with Food/Beverage Service # 3-3551. <sup>15</sup>

## Cabin Safety Subject Index by Topic

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[ACOB 215](#): Standup Bars.

[ACOB 216](#): Flight and Cabin Crewmember Coordination and Communication, and Safety During Potential Hazardous Conditions of Flight.

[8900.1](#): Flight and Cabin Crewmember Coordination and Communication, and Safety During Potentially Hazardous Conditions of Flight # 3-3562. <sup>15</sup>

[ACOB 228](#): Passenger Seatbelt Discipline.

[8900.1](#): Passenger Seatbelt Discipline # 3-3561. <sup>15</sup>

[ACOB 824](#): Actions Relative to Turbulence Encounters.

[ACOB 915](#): Change to Federal Aviation Regulation Section [121.576](#) (restraint galley items during turbulence).

[8900.1](#): Policy for Passengers and Flight Attendants Use of Seatbelts During Turbulence # 3-3567. <sup>15</sup>

[AC 120-88A CHG 1](#): Preventing Injuries Caused by Turbulence.

[SAFO 05007](#): Announcing AC 120-88 Preventing Injuries Caused by Turbulence.

[InFO 11001](#): Seat Belt Use and Passenger Injuries in Turbulence.

[NTSB/SS-21/01](#): Preventing Turbulence-Related Injuries in Air Carrier Operations Conducted Under Title 14 Code of Federal Regulations Part 121.

**[VAPING](#)** (see [smoking](#))

### **[VENTILATION](#)**

[14 CFR 25.831](#), [121.219](#), [125.117](#): Ventilation (standards for adequate ventilation).

[14 CFR 121.421](#): Flight attendants: Initial and transition ground training (ventilation controls).

[AC 121-35](#): Management of Passengers during Ground Operations without Cabin Ventilation.

**[VIRTUAL REALITY](#)** (also see [training](#))

[FAA-AM-24-07](#): Extended Reality in Flight Attendant Initial Training.

**[VOLUNTARY DISCLOSURE PROGRAMS](#)** (also see [aviation safety action program](#), [enforcement](#))

[8900.1](#): Voluntary Disclosure Reporting Program. <sup>49</sup>

[AC 00-58C](#): Voluntary Disclosure Reporting Program.

## Cabin Safety Subject Index by Topic

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[AC 121-37B](#): Voluntary Disclosure Reporting Program - Hazardous Materials.

[InFO 08021](#): New guidance for sign-off by part 119 designated management personnel for Voluntary Disclosure Reporting Program (VDRP) submissions.

[Order 8000.89](#): Designation of Voluntary Disclosure Reporting Program (VDRP) Information as Protected From Public Disclosure Under 14 CFR Part 193.

### **WASTE COMPARTMENTS**

[14 CFR 25.791](#): Passenger information signs and placards.

[14 CFR 121.215\(e\)](#), [125.113](#): Cabin interiors (requirements for towel and waste receptacles).

[ACOB 217](#): Fire Prevention.

[8900.1](#): Fire Prevention # 3-1851. <sup>29</sup>

[MMEL PL-096](#): Galley/Cabin Waste Receptacles Access Doors/Covers. (Rev. 2: 01/29/2010)

### **WEAPONS (also see [military charter](#), [security](#))**

[49 CFR 1544.219](#): Carriage of accessible weapons.

[49 CFR 1544.221](#): Carriage of prisoners under the control of armed law enforcement officers.

[49 CFR 1544.223](#): Transportation of Federal Air Marshalls.

[49 CFR 1540.111](#): Carriage of weapons, explosives, and incendiaries by individuals.

[14 CFR 121.575](#): Alcoholic beverages (no alcohol to someone with a deadly/dangerous weapon).

[14 CFR 135.119](#): Prohibition against carriage of weapons.

[AC 108-2](#): Security Rules - Carriage of Weapons and Escorted Persons.

[Defense Transportation Regulation – Part III Mobility, Transporting Weapons, Ammunition, and Hazardous Materials \(HAZMAT\)](#).

### **WEIGHT AND BALANCE**

[AC 120-27F](#): Aircraft Weight and Balance Control.

[InFO 24011](#): Methods for Determining Weights of Mobility Devices Carried on Aircraft.

[InFO 25005](#): Transportation of Human Organs in the Cabin of an Aircraft used in Title 14 Code of the Federal Regulations (14 CFR) Part 121 Operations.

**WIDE-BODIED AIRCRAFT** (*wide-bodied aircraft specifically mentioned*)

[ACOB 208](#): Routine Opening/Closing of Doors on Wide-bodied Jets.

[8900.1](#): Routine Opening/Closing of Doors on Wide-Bodied Jets # 3-3482. <sup>13</sup>

[ACOB 214](#): Problems with Lower Lobe Galleys.

[8900.1](#): Problems with Lower Lobe Galleys # 3-3552. <sup>15</sup>

[ACOB 217](#): Fire Prevention.

[8900.1](#): Fire Prevention # 3-1851. <sup>29</sup>

[ACOB 221](#): Procedures and training for Emergency Evacuations.

[MMEL PL-001](#): Wide-Body Passenger Airplane Door/Slide Relief. (Rev. 4 02/27/2010)

## **Additional FAA, Government Agencies, and Industry Resources**

**The FAA does not endorse or recommend any of the non-FAA businesses or products listed within this section.**

The only purpose of providing this information is for operators to be able to acquire technical data/images as needed from these sources, and for operators to be aware of the existence of such products.

### **FAA RESOURCES**

[Aircraft Safety Alerts](#)

[Airline Certification](#)

[Aviation Instructor's Handbook](#)

[Aviation Physiology \(Hypoxia, Time of Useful Consciousness, Vision, Decompression, etc.\)](#)

[Aviation Safety Action Program \(ASAP\)](#)

[Aviation Safety & Health Program \(ASHP\)](#)

[Cabin Air Quality](#)

[Cabin Environmental Control Systems](#)

[Cabin Safety](#)

[Child Safety](#)

[Civil Penalties](#)

[Equivalent Levels of Safety Findings](#)

[Federal Register](#)

[Final Rules \(CFR\)](#)

[Fire and Cabin Safety Reports](#)

[Fire and Cabin Safety Research](#)

[Flight Delay Information](#)

[Hazardous Materials – OperateSafe for Air Carriers](#)

[Hazardous Materials – PackSafe for Passengers](#)

[Hazardous Materials - Resources](#)

[Hazardous materials – Safe Cargo](#)

## **Additional FAA, Government Agencies, and Industry Resources**

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[Hazardous Materials – What are Dangerous Goods?](#)

[Hazmat Resources for Air Carriers](#)

[Historical FAA Regulations](#)

[Legal Interpretations](#)

[Lithium Battery Safety Resources](#)

[Master Minimum Equipment List \(MMEL\)](#) *(open\_Documents, MMELs, and Electronic Flight Bag)*

[Master Minimum Equipment \(MMEL\) Policy Letters](#) *(open\_Documents, MMELs, and Electronic Flight Bag)*

[Medical/Medicine questions](#)

[National Airspace System Status](#)

[NPRM – Proposed and Final Rules](#)

[Passengers with disabilities](#) *(click on For Passengers → Passengers with Disabilities)*

[Recently Published Rulemaking Documents](#)

[Safety Assurance System](#)

[Safety Assurance System Reference Library](#)

[Safety Management Systems](#)

[Safety Management Systems – Policy and Requirements](#)

[Safety Management System – Training](#)

[Supplemental Type Certificates](#)

[Type Certificate Data Sheets](#)

[Unruly Passenger Statistics](#)

### **FAA VIDEOS**

[Aircrew Survival Videos](#)

[FAA Computer simulation of an airplane in turbulence](#)

[FAA Grounded – a story of fatigue](#)

[FAA In-flight Firefighting Training Video](#)

## **Additional FAA, Government Agencies, and Industry Resources**

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[FAA Installing a forward facing child restraint](#)

[FAA Laptop Battery Fires Video](#)

[FAA Policy vs Procedure Defined: FAA Air Carrier Airline Manual Requirements SAS DCT User Guide \(DUG\)](#)

[Lithium Batteries: Guidance for Crew](#)

[Physiology of Flight Videos](#)

[Portable Electronic Device \(PED\) Fire Training – Cabin](#)

[Portable Electronic Device \(PED\) Fire Training – Flight Deck](#)

[Introduction to SMS Video \(Flight Standards\)](#)

### **OTHER FEDERAL AGENCIES**

[Aviation Safety Reporting System \(NASA\)](#)

[NTSB Safety Study: Emergency Evacuation of Commercial Airplanes](#)

[PHMSA – Hazardous Materials Safety](#)

[PHMSA – Hazmat Training Program Guide](#)

[PHMSA – Training materials and Publications](#)

[PHMSA – Hazardous Materials Emergency Response Guidebook \(ERG\)](#) – Free PDF download!

[Transportation Security Administration \(TSA\)](#)

### **CENTERS FOR DISEASE CONTROL (CDC)**

[Guidance for Airlines for Managing Sick Passengers/Crew](#)

[Preventing Spread of Disease on Commercial Aircraft: Guidance for Cabin Crew](#)

[Handwashing](#)

[Reporting Deaths and Certain Illnesses to CDC](#)

[Definitions of Symptoms for Reportable Illnesses](#)

[Guidance for Airlines on Reporting Onboard Deaths or Illnesses to CDC](#)

[CDC Death and Disease Reporting Tool for Cabin Crew](#)

## **Additional FAA, Government Agencies, and Industry Resources**

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[CDC Death and Disease Reporting Tool for Pilots](#)

[Health Information for International Travel \(CDC Yellow Book\)](#)

[Travel Health Notices](#)

[Travel Advice and Resources](#)

[Aircrew Safety and Health: Communicable Diseases – what you need to know](#)

[Aircrew Safety and Health: Cancer – what you need to know](#)

[Aircrew Safety and Health: Circadian Rhythm Disruption \(Jet Lag\) – what you need to know](#)

[Aircrew Safety and Health: Cosmic Ionizing Radiation – what you need to know](#)

[Aircrew Safety and Health: Musculoskeletal Disorders – what you need to know](#)

[Aircrew Safety and Health: Noise/Hearing Loss – what you need to know](#)

[Aircrew Safety and Health: Exposure to Pesticides on Aircraft](#)

[Aircrew Safety and Health: Respiratory Symptoms and Diseases – what you need to know](#)

[Aircrew Safety and Health: Secondhand Smoke – what you need to know](#)

### **DEPARTMENT OF TRANSPORTATION**

[Aircraft Disinsection Requirements](#) (Spraying aircraft cabins with insecticide on international flights)

*DOT DRUG AND ALCOHOL*

[DOT "CBD" Notice](#)

[DOT "Recreational Marijuana" Notice](#): DOT Office of Drug and Alcohol Policy and Compliance Notice.

[DOT "Medical Marijuana" Notice](#): DOT Office of Drug and Alcohol Policy and Compliance Notice.

[Flight Attendant Drug and Alcohol Program Assistance](#) (*←Non-FAA website*)

### **EPA – AIRCRAFT DRINKING WATER**

[Title 40 part 141 – National Primary Drinking Water Regulations](#)

[EPA - Aircraft Drinking Water](#)

[Aircraft Drinking Water Rule – A Quick Reference Guide](#)

## **Additional FAA, Government Agencies, and Industry Resources**

[EPA FACT SHEET: Final Rule – Aircraft Drinking Water](#)

[Five-Year Self-Inspection Requirements under ADWR Memo](#)

[Aircraft Drinking Water – Training Materials](#)

[Aircraft Drinking Water Rule Training: Part 1: Introduction](#)

[Aircraft Drinking Water Rule Training: Part 2: Coliform Monitoring and Sampling Plans](#)

[Aircraft Drinking Water Rule Training: Part 3: Operations and Maintenance Plans](#)

[Aircraft Drinking Water Rule Training: Part 4: Public Notification](#)

[Aircraft Drinking Water Rule Training: Part 5: Reporting and Recordkeeping](#)

[Aircraft Drinking Water Rule Training: Part 6: Violations of the Rule](#)

### **EQUIPMENT MANUFACTURER INFO**

[ACR Electronics \(Megaphone\)](#)

[Air Cruisers \(Owned by Zodiac Aerospace\)](#)

[Air Liquide – Smoke hood](#)

[Amerex – Halon 1211 Fire extinguisher](#)

[Astronics – aircraft flashlights & lighting systems](#)

[Bennett Safetywear \(Firegloves\)](#)

[Collins Aerospace \(Cabin equipment, galleys, etc.\)](#)

[Eastern Aero Marine \(life rafts, survival gear\)](#)

[EM-1A/1D Megaphone \(ACR Electronics\)](#)

[Essex PBE](#)

[Federal Signal Corporation – Voice Gun A12SA \(Megaphone\)](#)

[Fire Fighting Enterprises \(FFE\) – Fire extinguishers](#)

[Oxygen Systems \(Safran: Formerly a Zodiac Aerospace company\)](#)

[Philips \(AED Manufacturer\)](#)

[Safran Aerosystems \(Formerly Zodiac Aerospace\)](#)

## **Additional FAA, Government Agencies, and Industry Resources**

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[Safran evacuation slide systems](#)

[Safran life rafts](#)

[Switlik \(Life vests\)](#)

[ZEE Medical – First Aid and biohazard equipment](#)

[Zodiac Aerospace \(Now Safran Aerosystems\)](#)

[Zodiac Aerospace – Aviation Oxygen](#)

*Door trainer and simulation devices*

[EDM](#)

[Newton design](#)

[Spatial](#)

[TF Construction](#)

### **FIRE CONTAINMENT DEVICES FOR PEDs**

[Accenture PED Safety Bag](#)

[AvSax](#)

[Baker Aviation – Lithium Ion fire containment bag](#)

[Boeing distribution - formerly Aviall PED Fire Safe](#)

[Brimstone](#)

[Extinguish LTD](#)

[Fire containment concepts](#)

[Forfyre LithiumSafe Battery Bag](#)

[Hot Stop “L” Fire containment Bag](#)

[Innovint PED Containment Bag](#)

[Lion-labs](#)

[Lithium Fire Guard fire containment case \(Formerly PlaneGard\)](#)

[Z-Block](#)

# **Additional FAA, Government Agencies, and Industry Resources**

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## **FIREFIGHTING TRAINING EQUIPMENT**

[LION – Intelligent Training System \(Formerly BullEx\)](#)

[Flame Aviation – Next Generation Fire Trainers](#)

## **FIRST AID**

[Red Cross Hands-only CPR](#)

## **OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA)**

[Memorandum of Understanding between FAA and OSHA](#). *In regards to three OSHA standards concerning hazard communication, bloodborne pathogens and noise.*

[Aviation Safety and Health Program](#)

## **SEATBELT INFORMATION (AmSafe)**

[AmSafe – Commercial Aircraft Air Bags](#)

[AmSafe – Crew Restraints](#)

[AmSafe – Flight Attendant Restraint donning](#)

[AmSafe – Frayed seatbelt defined](#)

[AmSafe – Web fray with images](#)

[AmSafe – General Information](#)

[AmSafe – C.A.R.E.S. information](#)

[Kids Fly Safe \(C.A.R.E.S. seat harness\)](#)

[AmSafe Special CARES harness](#)

[AmSafe – FAQs for special needs passengers](#)

The [AmSafe Technical Documents](#) page contains additional resources and information on:

- **Data Sheets**
- **Videos:** Side-facing Divan with and without airbags, airbag test, how they work, and TV interviews

## **Additional FAA, Government Agencies, and Industry Resources**

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- **Maintenance documents** on seatbelts, cleaning procedures, webbing wear and fray, shipping information, service life, and approved repair stations
- [Technical Support Documents](#)
- **Quality & Compliance documents**
  - United States Facility
  - UK Facility
  - China Facility
  - All Facilities
- **Service Bulletins and Service Letters**

### **Worldwide industry happenings and cabin things**

#### **CABIN GADGETS**

[Bedbox](#) (Toddler suitcase that opens to become a bed)

[Cozigo](#)

[Flyaway Kids Bed](#)

[Flyebaby hammock](#)

[Fly Legs Up](#)

[Fly Tot](#)

[Gizmodo](#)

[Hot Logic Mini – meal heater](#)

[JetKids – ride/sleep-on luggage for kids.](#)

[Knee Defender](#)

[Plane Pal](#)

#### **CABIN CREW REPORTING SYSTEMS**

[Aviation Safety Reporting System \(ASRS\) USA](#)

#### **CORONAVIRUS/COVID-19 RESOURCES**

[Boeing – Travel Confidently](#)

[Center for Disease Control – Coronavirus-19](#)

## **Additional FAA, Government Agencies, and Industry Resources**

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[Center for Disease Control – Travelers](#)

[Department of Transportation – Coronavirus Resources](#)

[Department of Transportation – Fly Healthy](#)

[SAFO 20017](#): Transportation of COVID-19 Vaccines Requiring Large Quantities of Dry Ice.

[IATA COVID-19: Resources for Airlines & Air Transport Professionals](#)

[IATA Travel and COVID-19](#)

[ICAO – Aviation and COVID-19](#)

### **U.S.A. AND INTERNATIONAL CREWMEMBER EVENTS PUBLISHED REPORTS**

[ASRS Callback](#)

[Confidential Human Factors Incident Reporting Programme – \(CHIRP\) UK](#)

[Australian Civil Aviation Safety Authority – Cabin Safety](#)

### **SAFETY RELATED PUBLICATIONS**

[FlightSafety AeroSafety World Magazine 2006 – present](#). *Supersedes FlightSafety Cabin Crew Safety, covers safety in general.*

[FlightSafety Cabin Crew Safety 1988 - 2006](#). *Dedicated to cabin safety issues.*

### **INTERNATIONAL CIVIL AVIATION ORGANIZATION**

[Cabin Safety Library](#) (documents)

[Cabin Safety Events](#)

[ICAO – Aviation and COVID-19](#)

[ICAO – COVID-19 Response and Recovery Platform](#)

### **INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)**

[Fatigue Management](#)

## **Additional FAA, Government Agencies, and Industry Resources**

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[Guidance on electronic cigarettes](#)

[Medical Manual](#)

[Dangerous Goods Guidance for Passengers](#)

[Hazardous Materials Table – Provisions for passengers and crew](#)

[Health and safety for passengers and crew](#)

[Cabin Safety](#)

[Cabin Operations Safety Best Practices Guide](#)

The topics content listed below, and numerous others is available as a document through IATAs website: [Cabin Operations Safety Best Practices Guide](#).

- [Guidance on three-point restraint systems](#)
- [Guidance on inadvertent slide deployment prevention](#)
- [Guidance on managing medical events](#)
- [Guidance on the safety of infants and children on board](#)
- [Guidance on turbulence management](#)
- [Guidance on unruly passenger prevention and management](#)
- [Guidance for airline health and safety staff on the medical response to Cabin Air Quality Events](#)

[Guidance for the transport of cargo and mail on aircraft configured for the carriage of passengers.](#) (PDF)

[For Passengers: COVID-19 Coronavirus & Travelers](#)

[Guidance for Crew Health Precautions During Pandemic](#)

[Air Transport & COVID-19 Coronavirus](#)

[Safety](#)

### **UNRULY PASSENGERS / INTOXICATION**

[FAA Unruly Passenger Statistics](#)

[IATA – Unruly Passengers](#)

[IATA – strategy for reducing unruly and disruptive passenger incidents](#)

[EASA – Unruly passengers campaign - Get involved](#)

EASA unruly passengers: [Full length video in HD](#) [Short video in HD](#)

# **Additional FAA, Government Agencies, and Industry Resources**

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## **TRANSPORT CANADA AIRCRAFT INFORMATION**

[Aircraft exit profiles](#) (request free PDF). Alternatively, the Internet Archive: [Aircraft Exit Profiles](#).

[Aircraft Exit Compatibility Groups](#) (request free PDF). Alternatively, the Internet Archive: [Aircraft Exit Profiles](#).

[Advisory Circular No. 700-036 Brace for Impact Positions for all Aircraft Occupants](#).

[Flight Attendant Training Standard](#) (*Watermark: Not in Force = Uncontrolled when downloaded*)

## **MEDICAL DEVICES**

[Zoll Life Vest \(wearable vest defibrillator\)](#)

[NxStage Home Dialysis](#)

[VOCSN](#) (Ventilator, Oxygen Concentrator, Cough Assist, Suction unit, Nebulizer)

## **ORTHOTIC POSITIONING DEVICES**

[Ride Designs](#)

[The PostureWorks](#)

## **STANDARDS DEVELOPMENT AND TECHNICAL INFORMATION**

[SAE International](#) (*SAE International is a one-stop resource for standards development, events and technical information and expertise used in designing, building, maintaining and operating aerospace vehicles, including cabin safety provisions*)

## Data collection tools

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Data collection tools, also called DCTs, are used by the Federal Aviation Administration to validate the certificate holder's manual system contains the appropriate required content and operates per its system design. Many questions are based upon regulation, and some are based upon guidance and other resources to aid certificate holders to achieve and operate at a higher standard of safety. There is reason for validating existence of procedures for regulatory and non-regulatory guidance. In the United States, the following extract of a specific U.S. Code applies:

### **49 U.S. Code 44702. Issuance of certificates.**

**(b) Considerations.**— When issuing a certificate under this chapter, the administrator shall—

(1) consider—

(A) the duty of an air carrier to provide service with the highest possible degree of safety in the public interest;”

The Department of Transportation (DOT) is dedicated to, and the flying public expects, the highest degree of safety in air transportation and air commerce. Section 44702(b) of Title 49, United States Code, requires the Administrator to emphasize the role of safety in all air carrier operations. Accordingly, air carriers shall have as their highest priority the assignment and maintenance of safety.

Regulations don't address everything, and together with questions found in the data collection tools based upon the expansive guidance information, aids certificate holders in achieving the objective of 49 U.S. Code 44702.

There are no safety secrets. These are the designed tools, called Data Collection Tools (DCT) that FAA inspectors use to perform oversight of their assigned certificate holders. They are used to ensure necessary policies and procedures are designed into the evaluated manual system to provide an increased level of safety above regulatory requirements. These tools are in three categories. They are:

- ED, standing for Element Design, used to evaluate what is written in the manuals;
- EP, standing for Element Performance, used to validate the certificate holder's performance; and
- SP, standing for System Performance, for performing wide evaluations.

*Tools that are “E,” or Element, are very specific, detailed questions and may have many sub-questions.*

*Tools that are “S,” or System, are high level, broad in scope.*

*The abbreviation “OP” means Operations*

Why wait for an inspection to find out whether information is missing from the manual system? They can also be useful for certificate holders that perform audits on their own departments, as these are the same tools used by inspectors performing safety oversight. If a listed question cannot be found, the manual design may be missing important content. Using these tools proactively helps certificate holders stay at the forefront of safety.

Use of these tools proactively does not guarantee full compliance with the questions asked; however, it is an excellent resource to use as the manual system is designed and maintained. Keep in mind, there are other considerations when evaluating manual content, including proper sequence of a procedure, depth of detail, possible required interfaces, etc. that are necessary in order to achieve a positive answer to a question.

## Data collection tools

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Keep in mind, these DCTs are unscoped, meaning they contain all questions applicable to all types of operations and scenarios. For example, your airline may conduct Domestic and Flag operations, yet you will find questions related exclusively to Supplemental operations in the DCTs. You may not be extended overwater certified, yet you will find questions about rafts. Additionally, some certificate holder manual content is designed without the use of specific questions. Use good judgement as you determine applicability and design your procedures.

For evaluation of commercial airline flight attendant manuals and operations, the following tools are used: Click on the link and Use DCT Title field to select the desired DCT by number. *The DCTs are regularly updated and the links break often.*

### 5.0 Onboard Operations

#### 5.1 Training & Qualification

- SP 5.1 121A OP Training & Qualification

#### 5.1.1 (OP) Training of Flight Attendants

- ED 5.1.1 121A OP Training of Flight Attendants
- EP 5.1.1 121A OP Training of Flight Attendants

#### 5.1.2 (OP) Flight Attendant Duty / Rest Time

- ED 5.1.2 121A OP Flight Attendant Duty / Rest Time
- EP 5.1.2 121A OP Flight Attendant Duty / Rest Time

### 5.2 Cabin Operations

- SP 5.2 121A OP Cabin Operations

#### 5.2.1 (OP) Crewmember Duties / Cabin Procedures

- ED 5.2.1 121A OP Crewmember Duties / Cabin Procedures
- EP 5.2.1 121A OP Crewmember Duties / Cabin Procedures

#### 5.2.2 (OP) Carry-On Baggage Program

- ED 5.2.2 121A OP Carry-On Baggage Program
- EP 5.2.2 121A OP Carry-On Baggage Program

#### 5.2.3 (OP) Exit Seat Program

- ED 5.2.3 121A OP Exit Seating Program
- EP 5.2.3 121A OP Exit Seating Program

#### 5.2.4 (OP) Passenger Handling

- ED 5.2.4 121A OP Passenger Handling
- EP 5.2.4 121A OP Passenger Handling

There are also Custom Data Collection Tools (C DCT) that are used for inspection of a certificate holder's operation

### Custom Data Collection Tool (C DCT)

- [En Route Inspection OP DCT](#)

## Data collection tools

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### Safety Management System (SMS) Custom Data Collection Tool (C DCT)

- [Accountable Executive Review Design Demonstration \(OP\)](#)
- [Audit Process Design Demonstration \(OP\)](#)
- [Continuous Improvement Process Design Demonstration \(OP\)](#)
- [Evaluation Process Design Demonstration \(OP\)](#)
- [Emergency Preparedness Response Design Demonstration \(OP\)](#)
- [Investigation Process Design Demonstration \(OP\)](#)
- [Records Retention Process Design Demonstration \(OP\)](#)
- [Safety Assurance Design Validation \(OP\)](#)
- [Safety Communications Design Demonstration \(OP\)](#)
- [Safety Policy Design Demonstration \(OP\)](#)
- [Safety Promotion Design Validation \(OP\)](#)
- [Safety Policy Design Validation \(OP\)](#)
- [Safety Risk Management Design Validation \(OP\)](#)
- [SRM \(Organizational\) Design Demonstration \(OP\)](#)
- [SRM \(Process Department Owner\) Design Demonstration \(OP\)](#)

### Primary SAS Data Collection Tool Link

The top-level link to the [Safety Assurance System \(SAS\) FS \(Flight Standards\) Data Collection Tools \(DCT\)](#).

Use the above, top-level link if any of the SAS Data Collection Tool links are not working. To find the tools, click on: Safety Assurance System (SAS) → SAS FS Data Collection Tool (DCT). Then, use filter “System/Custom DCT,” then select Safety Management System (SMS) Custom Data Collection Tool (C DCT).

### Safety Attribute Videos

To help with understanding of what’s being evaluated by the FAA and what’s expected of certificate holders, the FAA created Safety Attribute Videos to help everyone involved in operations and safety oversight. *Please watch them – they really help provide greater understanding of the intent and what’s being evaluated!*

To watch the safety attribute video in your browser, click any of the topics. A new window will open. Click the desired topic and the video will play once loaded. The files may be large and take a few minutes to load, so please be patient.

- [Connecting the Safety Attributes: Technical and Managerial Processes in DCTs](#)
- [Responsibility/Authority](#)
- [Controls](#)
- [Interfaces](#)
- [Procedures](#)
- [Process Measurement](#)
- [Safety Ownership](#)

If you would like to save the video to your computer, click on the link, then, right click on the video to save it to your desktop.

# ATS/Instructors Corner

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## For current and future instructors

Content provided within this section is not intended to direct you to take any action, not take any action, change, or perform/conduct in any contradictory manner from what you are taught by your employer. This information provided is to serve as a resource for those that seek additional information to help improve and refine your instructor facilitation skills, effectiveness of courseware, instructor delivery and effectiveness, as well as improving the quality of tests administered.

## Disclaimer about non-FAA content

Provided are links to resources available that you may find beneficial to improving your skills as an effective instructor. All links to content not authored by the FAA within this section are neither endorsed nor recommended. The only purpose of providing this information is for operators and instructors to be aware of the existence of such products that may be useful as part of a certificate holder's training program, or for the instructor that wishes to gain additional knowledge on how to improve their delivery skills.

## FAA Aviation Instructor's Handbook

The FAA provides the [Aviation Instructor's Handbook](#), which contains 10 Chapters and Appendices. Some of the content is primarily for those conducting pilot training, yet there is content within chapters that contain useful information directly usable by anyone that works as an instructor of any type.

- Chapter 1: [Risk Management and Single-Pilot Resource Management](#) (PDF)
- Chapter 2: [Human Behavior](#) (PDF)
- Chapter 3: [The Learning Process](#) (PDF)
- Chapter 4: [Effective Communication](#) (PDF)
- Chapter 5: [The Teaching Process](#) (PDF)
- Chapter 6: [Assessment](#) (PDF)
- Chapter 7: [Planning Instructional Activity](#) (PDF)
- Chapter 8: [Aviation Instructor Responsibilities and Professionalism](#) (PDF)
- Chapter 9: [Techniques of Flight Instruction](#) (PDF)
- Chapter 10: [Teaching Practical Risk Management during Flight Instruction](#) (PDF)

## How to create more effective test questions and responses using different styles of question/answer.

Part of the Aviation Instructor's Handbook, Appendix B. explains the different types of test questions and the appropriate way to develop the questions and responses. (True-False; Multiple Choice; Stems, Alternatives, and Matching.

- Appendix B: [Developing a Test Item Bank](#)
  - Utilizing this information this may help you reevaluate and improve your current exams to more effectively evaluate instructor effectiveness, clarity and thoroughness of the training courseware, and student comprehension of the content taught.

## Instructor vs Presenter

While conducting training and delivering a presentation to a specific audience are two different things, there are numerous common elements which would make learning how to deliver great presentations help you as an instructor. It's one thing to have a lot of knowledge on subjects; delivering it effectively is a skill that usually needs to be developed or enhanced.

There are numerous books written about presenting, available through local and online booksellers, as well as auction websites. Here is one book in particular that addresses a lot of topics that may help you improve or refine your presentation and delivery skills.

- The Exceptional Presenter (Author: Timothy J. Koegel)
  - [Excerpt of The Exceptional Presenter](#), with detailed Table of Contents and a sampling of what's inside.

## ATS/Instructors Corner

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### Getting qualified as an instructor

In the United States, per [14 CFR 121.401](#), All certificate holders are required to provide adequate ground training facilities and **properly qualified ground instructors** for the training required to work as a flight attendant. There are additional responsibilities that come with working as an instructor, as each instructor or supervisor who is responsible for a particular ground training subject, course of training, or competence check under this part shall certify as to the proficiency and knowledge of the crewmember upon completion of that training or check. That certification becomes part of the crewmember's record. In other words, after all of the required training and testing is completed, you attest to the successful completion and knowledge required of each flight attendant by signing off on their training record. In order to ensure all recordkeeping requirements are appropriately fulfilled, instructors should receive training on their new responsibilities.

Inside of Order [8900.1 Volume 3, Chapter 20, Section 1](#), you will find information about the requirements to work as an Air Transportation Ground Instructor and Air Transportation Supervisor. There are two distinct positions, with two completely separate responsibilities.

**Air Transportation Ground Instructor:** An individual must meet the certificate holder's training and qualification requirements to conduct classroom ground instruction.

1. Know the CH's training policies and procedures, know how to complete required forms, and exhibit satisfactory instructional methods and techniques;
2. Be knowledgeable in the specific area of instruction and be able to present the material in a logical, clear, and organized manner;
3. Be aware of the minimum training equipment required for each element and conform to the limitations imposed on the element(s) by inoperative component(s); and
4. Follow the applicable lesson plans, guides, or other training aids to ensure that the material is properly presented as designed.

**Air Transportation Supervisor (ATS):** A certificate holder conducting part 121 passenger-carrying operations must establish and maintain a program to train and qualify F/A ATSS. An individual must successfully complete the appropriate curriculum, including the required competency check, to qualify as an F/A ATS. To maintain qualification, F/A ATSS must successfully complete recurrent training, including competency checks.

An F/A ATS, when qualified and authorized by the certificate holder, may conduct the following:

1. Initial and recurrent F/A competency checks.
2. Supervision of F/A OE.
3. Certification of the satisfactory proficiency and knowledge of F/As after completion of the competency check.

As you can see, in both positions, each Ground Instructor or Air Transportation Supervisor must maintain appropriate qualifications in order to work in their respective position. A specific training program to qualify someone for each position is not defined within the guidance, but there must be a training program that addresses what instructors and supervisors will encounter. This includes all the elements of training facilitation, department testing and performance standards, recordkeeping requirements, and how to accurately complete those records, as well as other subjects. The airline you work for will have you go through their designated training program for the position you are hired.

Regardless of the fact that there isn't an explicit framework of course content in place for an airline to qualify its instructors, there is an explicit end result that must be met. From the regulation 121.401:

(a) Each certificate holder shall:

(1) Establish and implement a training program that satisfies the requirements of this subpart and appendices E and F of this part and that **ensures that each crewmember**, aircraft dispatcher, flight instructor and check airman **is adequately trained to perform his or her assigned duties**. Prior to implementation, the certificate holder must obtain initial and final FAA approval of the training program.

## ATS/Instructors Corner

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(2) **Provide** adequate ground and flight training facilities and **properly qualified ground instructors** for the training required by this subpart.

Knowing this, each airline must develop its own program to provide properly qualified Air Transportation Supervisors and Air Transportation Ground Instructors. The end result, observed by the aviation authority in your country, assesses the knowledge and performance of that airline's instructors and effectively assesses whether the instructor qualification program is adequate or not. The aviation authority may need to review the training program taught to instructors to ensure it adequately addresses a variety of responsibilities an instructor has upon them.

### **The instructor qualification process**

Each airline will have their own way of qualifying their newly selected ground instructors to eventually be signed off and work independently. There is no specific method for achieving this, it is up to the airline to decide what they believe is the appropriate method for getting their instructors qualified. In no specific order of benefit, some qualifying methods for new instructors are:

- Observe one entire initial training class from start to finish, without active participation. The next class, the new instructor teaches with a co-instructor and shares the teaching responsibilities. When not teaching, the new instructor remains in the classroom to observe the experienced instructor teaching and will learn necessary skills through direct observation.
- Immediately begin as a co-instructor with an experienced instructor. Or,
- Observe one entire initial training class from start to finish, without active participation, prior to being qualified to teach alone.

Each method offers its own benefits and downsides. It is up to the certificate holder to decide the best method for instructor qualification based on their operation.

**Taking credit as an instructor for teaching recurrent training, as well as other categories of training, when and as applicable, such as transition training, using this 8900.1 content as the basis for the instructor obtaining credit teaching that course in its entirety. Commonly known as “self-certification.”**

This content comes from [Order 8900.1](#), Volume 3, Chapter 23, Section 5. Paragraph 3-1831 B.

### **B. Completion by an Air Transportation Ground Instructor or an Air Transportation Supervisor.**

An air transportation ground instructor or an air transportation supervisor may complete recurrent ground training by conducting (i.e., instructing) or attending (e.g., as a student) all required modules. In accordance with § 121.427(b)(1) or § 135.351(b), as applicable, a person completing recurrent ground training by conducting a module(s) must still complete the quiz or other review required by the certificate holder's curriculum. A person who completes recurrent ground training by conducting a module(s) may not self-certify completion of the module(s), the quiz, or other review. In accordance with § 121.401(c) or § 135.323(c), as applicable, a different air transportation ground instructor or air transportation supervisor must certify the proficiency and knowledge of the person and that the person satisfactorily completed the training, the quiz, or other review.

# Plain Language

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**Disclaimer:** Plain Language is not a regulatory requirement for any certificate holder. The FAA supports and advocates plain language [within the FAA] through the FAA Plain Language Program in the Office of Communications. The Plain Language Program trains employees throughout the FAA and supports [Plainlanguage.gov](https://www.plainlanguage.gov), a website devoted to improving communication from the Federal government to the public.

## What is plain language, and why am I being told about this?

You may find that writing your manual content, or any written communication with your employees in plain language improves clarity and reader comprehension. This, in turn, helps mitigate errors as the policy or procedure is clearly detailed, and to whom it applies, without room for subjective interpretation.

## How it helps

When you write documents in the style of plain language, it's helpful to your staff, department, and company in three primary ways. It helps your users:

- Find what they need
- Understand what they find
- Use what they find to meet their needs

## How it can help reduce errors and misunderstandings

There are several simple techniques to make your writing clear and effective.

1. **Consider your audience.** Who you are writing to? What expertise and knowledge do they have?
2. **Organize your document.** The key to clear writing is to present material in the order that is most useful to the reader. If your document deals with a process, organize it chronologically, first step to last. You can also organize documents by putting the most important points first and the minor ones at the end. Put standard provisions first and exceptions last.
3. **Use active voice.** Voice is the form a verb takes to indicate whether its subject acts or is acted upon. When the subject of a verb does something (acts), the verb is in the active voice. When the subject of a verb receives the action (is acted upon), the verb is in the passive voice.
  - **Active voice:** All Flight Attendants perform a luggage secure check prior to closing the main cabin door.
  - **Passive voice:** Prior to closing the main cabin door, a luggage secure check is performed by all flight attendants.
4. **Use short sentences.** Your average sentence length should be 20 words or fewer. Use a list instead of running items together in a long sentence and apply the 20-word rule to each item in the list.
5. **Write short paragraphs.** Each paragraph should cover only one topic. Generally, limit paragraphs to seven lines or fewer.
6. **Limit initials, abbreviations, and acronyms.** You can use a short form for the main topic of your document. For example, if the document is about the Carry-on Baggage program, write it out the first time and in parenthesis type the abbreviation "COB": Carry-on Baggage (COB). Use the abbreviation throughout the document. Since that's what your document is about, it's unlikely to confuse your reader. If you use a term only a few times, write it out every time.
7. **Use pronouns.** Pronouns help readers relate better to documents. It's important to use pronouns when you want people to do something, because pronouns help them understand they have a responsibility. However, make sure your reader understands to whom a pronoun refers, especially if you are addressing more than one audience. [Sometimes use of pronouns may not be possible in a procedure when it involves everyone involved "e.g. Flight Attendants" or specific persons are specified. In such instances, referring to the reader as "you" may not be appropriate. The purpose of plain language is to provide clarity, not create confusion. It's a judgement call you must make.]
8. **Avoid using "shall."** Shall is an ambiguous word. It can mean must, ought, or will. While shall cannot mean "should" or "may," writers have used it incorrectly for those terms and it has been read that way by the courts. Almost all legal writing experts agree that it's better to use "must" to impose requirements, including contractual requirements.

# Plain Language

## Formatting content in plain language

1. **Use bold or italics for emphasis.** Emphasize only those words, phrases, and sentences that are important. Avoid underlining, as underlines clutter up the type and make it harder to read. Never use capital letters to stress a word.
2. **Use quotation marks for direct quotations or to set off ordinary words used to mean something other than what they normally mean.** Do not use quotation marks to enclose titles of chapters, sections, or paragraphs. Indent long quotes from both margins, without quotation marks.
3. **Use figures such as charts, tables, and other illustrative material as examples to explain complex material.** Mention or introduce every figure in the text before it occurs and place the figure close to the text that explains it. Try to limit figures to one page. For figures that extend to more than one page, repeat the name and figure number on each page. Make sure all figures have informative headings.

**For example,** let's look at flight attendant duty time, 14 CFR 121.467. Which is easier to comprehend, the regulation in its raw form, or in a table?

(1) Except as provided in paragraphs (b)(4), (b)(5), and (b)(6) of this section, no certificate holder conducting domestic, flag, or supplemental operations may assign a flight attendant to a scheduled duty period of more than 14 hours.

(2) Except as provided in paragraph (b)(3) of this section, a flight attendant scheduled to a duty period of 14 hours or less as provided under paragraph (b)(1) of this section must be given a scheduled rest period of at least 9 consecutive hours. This rest period must occur between the completion of the scheduled duty period and the commencement of the subsequent duty period.

(3) The rest period required under paragraph (b)(2) of this section may be scheduled or reduced to 8 consecutive hours if the flight attendant is provided a subsequent rest period of at least 10 consecutive hours; this subsequent rest period must be scheduled to begin no later than 24 hours after the beginning of the reduced rest period and must occur between the completion of the scheduled duty period and the commencement of the subsequent duty period.

(4) A certificate holder conducting domestic, flag, or supplemental operations may assign a flight attendant to a scheduled duty period of more than 14 hours, but no more than 16 hours, if the certificate holder has assigned to the flight or flights in that duty period at least one flight attendant in addition to the minimum flight attendant complement required for the flight or flights in that duty period under the certificate holder's operations specifications.

Here is the above regulation, displayed in a table using plain language principles

Duty Period	Number of flight attendants required	Rest period requirements
Up to 14 hours	Minimum flight attendant complement as specified by the OpSpecs	At least 9 hours
More than 14, up to 16 hours	Minimum +1	At least 12 hours

For this duty period	Rest periods of	May be reduced to	If the flight attendant receives a subsequent rest period of at least
Up to 14 hours	At least 9 hours	8 hours	10 hours
More than 14, up to 16 hours	At least 12 hours	10 hours	14 hours

## Plain Language

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4. **It's easy for readers to get lost in run-on sentences.** Vertical lists [bullets and numbering] are quicker and easier for readers to follow and are an ideal way to explain a series of facts.

### *Run-on sentence:*

Along with your letter of application, submit a statement of conformance certifying that you have met the requirements of Subpart O of part 21 and that the article meets the TSO in effect on the date of your application; one copy of the data the TSO requires; and a description of your quality control system.

### *The same content, presented as a list:*

With your letter of application, send us the following:

- (1) A statement of conformance certifying that you have met the requirements of Subpart O of Part 21 and that the article meets the TSO in effect on the date of your application;
- (2) One copy of the data the TSO requires; and
- (3) A description of your quality control system.

It is up to you to decide whether plain language will benefit your operation. Below are numerous resources available to help you self-learn the principles of plain language and how it helps everyone involved.

### **Plain Language – Federal Aviation Administration**

[Plain Language](#)

[The FAA Plain Language Tool Kit](#) (PDF)

[Checklist for Plain Language](#)

[Checklist for Plain Language on the Web](#)

[Follow Web Standards](#)

[Federal Plain Language Guidelines](#)

[Writing Effective Letters](#)

### **Standards and Guidelines**

[FAA Writing Standards](#)

[Plain Language Guidelines for the Federal Government](#)

[Plain Language: A Handbook for Writers in the U.S. Federal Government](#) (PDF)

### **General Information**

[Digital.gov: An introduction to plain language](#)

[Plainlanguage.gov](#)

[Center for Plain Language](#)

# Plain Language

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[NIH Plain Language Initiative](#) (NIH = National Institutes of Health)

## **Plain Language Resources**

[Checklist for Plain Language](#)

[Checklists and handouts](#)

[Plain English at a Glance](#)

[Excellent Writing Tips](#)

[Plain Language Resource Articles](#)

[Writing and reference tools](#)

[Humor to help illustrate some plain language principles](#)

## Where do I find...

**Note:** Hyperlinks connect to the designated section within the CSSI; then locate the referenced link.

### Cabin / Inflight Operations

<b><i>If you are looking for...</i></b>	<b><i>Look here:</i></b>
If a passenger is caught smoking in the cabin in a passenger seat and is advised smoking is prohibited, does that count as a smoking violation and needs to be reported?	<a href="#">8900.1: Compliance with smoking regulations for in-flight operations 14-156</a> . See 14-156 (B)(1)
What defines a crewmember or a passenger?	<a href="#">8900.1: Accident Notification and Manifest Accounting Procedures # 3-3566</a> See E.3.
If an Automated External Defibrillator, Emergency Medical Kit, or First Aid Kit is used during flight, is there any relief available from grounding an airplane?	<a href="#">PL-073: MMEL Relief for Emergency Medical Equipment</a> .
If a passenger brings a drink on the plane, and another passenger has the same drink provided by the airline, do all drinks have to be collected before taxi?	<a href="#">121.577 (a) Stowage of food, beverage, and passenger service equipment during aircraft and movement on the surface, takeoff, and landing</a> and <a href="#">8900.1: Stowage of Galley Service Items # 3-3549</a> .
If a passenger brings food or a container (meal, beverage, etc.) on board, how is it considered regarding compliance?	<a href="#">8900.1: Stowage of Galley Service Items # 3-3549</a> .
What is permissible to be stowed in seat back pockets?	<a href="#">8900.1: Carry-on Baggage Programs # 3-3547 (F.)(2)</a> and <a href="#">InFO 09018: Stowage of Items in Seat Pockets</a> .
Do armrests have to be in the upright position for takeoff and landing?	<a href="#">8900.1: Protruding Passenger Seat Armrests # 3-3484</a> .
Can an air carrier stow galley supplies in the passenger cabin, and how would the supplies be considered for the purpose of compliance?	<a href="#">8900.1: Stowage of Galley Service Items # 3-3549 (C)</a> . and <a href="#">Cargo</a> section.
Are there any special requirements related to flight attendant/s (minimum crew) that must be placed at specific door/s?	<a href="#">TCDS - Type Certificate Data Sheets</a> <i>If there is a requirement, it will be listed in the aircraft-specific TCDS</i>
Information about flight attendant jumpseat direct view requirements.	<a href="#">14 CFR 25.785: Seats, berths, safety belts and harnesses</a> . and <a href="#">AC 25.785-1B: Flight Attendant Seat and Torso Restraint System Installations</a> .
Can a mirror be used to meet the requirement of having a direct view of the passenger cabin?	<a href="#">AC 25.785-1B: Flight Attendant Seat and Torso Restraint System Installations</a> .  <i>See 5. <a href="#">Definition of Terms</a>, (a)(3) <a href="#">Direct View</a>.</i>

## Where do I find...

<p>An operator is conducting some operations entirely in a foreign country. Most or perhaps all passengers speak one foreign language. Does this cause or require all foreign speaking passengers to be excluded from the exit seats? Or do special procedures need to be developed for this type of situation?</p>	<p><a href="#">8900.1: Exit Seating Program # 3-3572.</a> <i>See 3-3572, P. Special Procedures</i></p>
<p>Extra personnel are being used on board as servers, translators, customer relations staff, etc. and are working in the cabin. They are not trained as flight attendants. How should they be regarded for safety compliance purposes?</p>	<p><a href="#">8900.1: Use of Non-Flight Attendant Personnel in Aircraft Cabins # 3-3514.</a> <i>Read all, however specifically see 3-3514 (B)(2)</i></p>
<p>Information related to access to the flight deck and procedures to be designed by the operator (protecting the secure zone)?</p>	<p><a href="#">8900.1: Procedures for Opening, Closing, and Locking of Flight Deck Doors #3-47.(B)</a> and <a href="#">14 CFR 121.584: Requirement to view the area outside the flightdeck door.</a></p>
<p>How does the FAA define “readily accessible” (applicable to emergency equipment, manuals, etc.)</p>	<p><a href="#">Legal Interpretation: 14 CFR 121.309 (c)(4) Location of Fire Extinguishers on Flight Deck – Requirements.</a></p>
<p>How can I find out what equipment can be inoperative on an aircraft, and if there are any required placards that need to be affixed to the item?</p>	<p><a href="#">MMEL – Master Minimum Equipment List</a>, then click <i>Airplane</i> → <i>model of plane (Boeing / Airbus, etc.)</i>. Then search for the <i>equipment and associated placard requirements to be affixed.</i></p>
<p>Are aircraft required to have a place for a passenger with a disability to stow their personal wheelchair?</p>	<p><a href="#">14 CFR 382.67: What is the requirement for priority space in the cabin to store passengers' wheelchairs?</a></p>
<p>How many aisle seat armrests are required to be movable to comply with DOT Rule 382?</p>	<p><a href="#">14 CFR 382.61: What are the requirements for movable aisle armrests?</a> and <a href="#">Nondiscrimination on the Basis of Disability in Air Travel – Final Rule: Effective May 13, 2009.</a></p>
<p>What must be covered when conducting a special briefing, who must receive it, and when must the briefing occur?</p>	<p><a href="#">14 CFR 121.571 Briefing passengers before takeoff</a> See (3)(i), (ii) &amp; (4)</p>
<p>If lights inside a lavatory are inoperative, does that make the whole lavatory inoperative? What can make a lavatory inoperative?</p>	<p><a href="#">General reference can be found in the Master Minimum Equipment List (MMEL)</a> See the aircraft's <i>Minimum Equipment List for specifics.</i></p>
<p>Where is a list of FAA approved portable oxygen concentrators and the testing results?</p>	<p><a href="#">FAA Approved Portable Oxygen Concentrators - Positive Testing Results.</a></p>
<p>Safety information cards have printed on them “Final assembly of this airplane was completed in [INSERT NAME OF COUNTRY].” What requires this, and is it applicable to all types of operation?</p>	<p><a href="#">121.571 (b)(3)</a> and <a href="#">Final Rule: Aircraft Assembly Placard Requirements</a></p>

## Where do I find...

Can we provide limited beverage and food service to passengers when the aircraft is no longer moving on the surface?	<a href="#">8900.1: Stowage of Galley Service Items # 3-3549 B.</a>
What are the child restraint seat requirements and restrictions for placement of a CRS in an aircraft?	<a href="#">AC 120-87C Use of Child Restraint Systems on Aircraft</a>
Does the FAA permit the use of other child restraint systems, such as belly belts, booster seats, etc. during movement on the surface, takeoff and landing?	<a href="#">AC 120-87C Use of Child Restraint Systems on Aircraft</a> <i>See 15. CRSs not approved for use during ground movement, takeoff, and landing.</i>
What is the FAA's position with regard to use of a non-approved CRS on an aircraft during cruise flight? Also, are airlines required to allow passengers to use non-approved CRSs during cruise flight?	<a href="#">AC 120-87C Use of Child Restraint Systems on Aircraft</a> <i>See 18. Passenger use of non-approved CRSs on aircraft.</i>
Where is the regulatory reference that says when the seatbelt sign is turned off for the first time, the announcement must include a statement that passengers should keep their seat belts fastened, while seated, even when the seat belt sign is off.	<a href="#">14 CFR 121.571 (a) (2)</a>
If I find a seatbelt tag that is worn out and can't be read, is the seatbelt still usable?	<a href="#">Legal Interpretation: TSO tag legibility on seatbelts.</a>

### Certification

<b><i>If you are looking for...</i></b>	<b><i>Look here:</i></b>
What is considered a reasonable amount of time for performing an aborted takeoff demonstration or ditching demonstration?	<a href="#">8900.1: Evaluating Evacuation and Ditching Demonstrations – Areas to be Evaluated # 3-2591.</a>
What defines “ready for use” with regard to slides or air stairs during an evacuation demonstration?	<a href="#">8900.1: Regulatory Requirements # 3-2466</a> <i>See 2466 E. 2.</i>
What procedures/processes are in place when an operator performs unsuccessful demonstrations?	<a href="#">8900.1: The Air Transportation Division (AFS-200) Coordination for Unsuccessful Attempts # 3-2593.</a>
What constitutes a significant change?	<a href="#">8900.1: Aborted takeoff Demonstration Procedures # 3-2481.</a>
Are there any additional examples of a significant change to review?	<a href="#">Increasing Seating Capacity by Analysis and Tests # 3-2467.</a> <i>Also see 2467 A. NOTE:</i>
Where can I find the maximum number of seats installed during initial aircraft certification on a certain model and series of an aircraft?	<a href="#">8900.1: Table of Maximum Demonstrated Seating Capacities # 3-2466 L.</a>

## Where do I find...

Is the Compliance Statement required to be provided during a new certification, or updated when there's a major change in the operation, such as adding on a new make or model of aircraft?	<a href="#">Major Change Process Document – General Information.</a>
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### Duty Time / Scheduling

<b><i>If you are looking for...</i></b>	<b><i>Look here:</i></b>
Can Scheduling/Operations, etc. call a crewmember during a rest period?	<a href="#">Legal Interpretation: One phone call exception, Section 121.471.</a>
Can a qualified off-duty flight attendant “volunteer” to substitute for a working crewmember during boarding and deplaning?	<a href="#">Legal Interpretation: Use of volunteer Flight Attendants during boarding and deplaning, and 121.394(d).</a>
Can a PIC initiate aircraft operation <i>knowing</i> flight attendant duty time rules would be violated?	<a href="#">Legal Interpretation: Pilot in Command responsibility regarding duty and rest.</a>
If a flight attendant is provided a hotel room during a delay, does that permit for an extension of duty time?	<a href="#">Legal Interpretation: Use of hotel to extend duty time.</a>
If a flight attendant is scheduled to perform office duties prior to a flight assignment, does that time count towards total duty time?	<a href="#">Legal Interpretation: Flight attendant office duty and duty time, section 121.467.</a>
Information about understanding application of the 24 consecutive hours off in any 7 days; reserve status/standby status as applies to meeting rest requirements; and when a crewmember needs to know about their 24 hour rest period.	<a href="#">Legal Interpretation: 24 consecutive hours during any 7 consecutive calendar days, Section 121.467</a>
Does a flight attendant need to know in advance when they receive their 24 hours off during any 7 calendar days?	<a href="#">Legal Interpretation: 24 consecutive hours during any 7 consecutive calendar days, Section 121.467</a>
If a crewmember was on standby/reserve for 24 hours and did not report for duty, can the 24 hours be classified as rest to satisfy the 24 hours in any 7 consecutive days rest requirement?	<a href="#">Legal Interpretation: Reserve time is not considered part of rest.</a>

### Emergency Equipment

<b><i>If you are looking for...</i></b>	<b><i>Look here:</i></b>
Who is responsible for the preflight of emergency equipment in the flight deck? <i>Hint: A flight deck crewmember</i>	<a href="#">14 CFR 121.337 (c) Protective breathing equipment.</a>
Who is responsible for the preflight of emergency equipment in the cabin? <i>Hint: A designated crewmember</i>	<a href="#">14 CFR 121.337 (c) (ii) (2) Protective breathing equipment.</a>

## Where do I find...

What is the requirement for PBE quantity and proximity to required fire extinguishers on board aircraft operating under part 121?	<a href="#">14 CFR 121.337 (b) (9) (iii) Protective breathing equipment.</a>
How many fire extinguishers must I have on board an aircraft operating under part 121?	<a href="#">14 CFR 121.309 Emergency equipment. See table: Minimum Number of Hand Fire Extinguishers.</a>
What is the recommended location to store Emergency Medical Kits on board aircraft?	<a href="#">AC 121-33B Emergency Medical Equipment</a>
Emergency Medical Kits contain some medicines that are temperature sensitive. Are there any storage requirements to protect the medicines when we have a plane under maintenance in extreme temperatures (hot and cold) for extended periods?  <i>Note: Both references are found in Emergency Equipment →</i>	<a href="#">Appendix A to Part 121—First Aid Kits and Emergency Medical Kits</a>  And <a href="#">AC 121-33B Emergency Medical Equipment</a>
Is the condition of emergency equipment used in training programs required to have a process of documenting equipment discrepancies and repairs?	<a href="#">Training –Equipment approval</a> See entire section
Are flight attendants required to receive hands-on training on emergency equipment located in the flight deck?	<a href="#">Flight Attendant Training on the Use of Flight Deck Emergency Equipment # 3-1856</a>
Emergency Medical Kits contain a variety of medications and injectable drugs that may be harmed by exposure to excessive heat. Are there any recommendations or requirements to protect the medications from damage?	<a href="#">14 CFR 121 Appendix A: – First Aid Kits and Emergency Medical Kits</a> (need for protection from damaging temperatures – regulatory requirements).

### Manuals

<b><i>If you are looking for...</i></b>	<b><i>Look here:</i></b>
What are the general requirements concerning manual design and content?	<a href="#">8900.1: Overview of Manual Requirements.</a> See entire section
Information that can aid in understanding how to design procedures, forms, checklists, or tools.	<a href="#">8900.1: Adequacy of Procedures # 3-3267</a>
Warning, Caution, and Note are frequently used in manuals. Where is a definition of what these terms imply to the reader for the purpose of consistency?	<a href="#">8900.1: Overview of Manual Requirements # 3-3128.</a>
Do manuals or other files containing “Sensitive Security Information” require any special markings?	<a href="#">14 CFR 1520.13: Marking SSI.</a>

## Where do I find...

### Placards

<b><i>If you are looking for...</i></b>	<b><i>Look here:</i></b>
What are the emergency exit door operating placard requirements? (Size of red arrow band and arrow head)	<a href="#">14 CFR 25.811 Emergency exit marking.</a>
What emergency exit door operating placards are inspected during aircraft conformity inspections?	<a href="#">8900.1 : SAS : Aircraft Configuration Control Document.</a> (See 32 Emergency Exit Markings)
What placards need to be installed or posted on equipment or features of the aircraft, possibly by a flight attendant should a failure occur inflight? What is the required verbiage and where does it come from?	<a href="#">Placards – Broken/Inop items</a>

### Training

<b><i>If you are looking for...</i></b>	<b><i>Look here:</i></b>
What are the training and qualification requirements to serve as an Air Transportation Ground Instructor or an Air Transportation Supervisor, and what are their authorization limits?	<a href="#">8900.1: Air Transportation Ground Instructor # 1401 &amp; 1402.</a>
What does it mean to provide an appropriate Supervisor or Ground Instructor to administer competency checks?	<a href="#">Legal Interpretation: Appropriate supervisor or ground instructor administering competency checks.</a>
A sample competency check form design?	<a href="#">8900.1: FAA Form 8410-1, Airman Proficiency/Qualification Check, Figure 5-21.</a>
What requires a competence check to be performed annually?	<a href="#">14 CFR 121.427 (b)(3) Recurrent training.</a>
What allows a crewmember to take recurrent training one month before or one month after their base training month for training to be considered taken in the month it was due?	<a href="#">14 CFR 121.401: Training program: General.</a>
What information is required to be in hazardous materials training records?	<a href="#">14 CFR 121.1007 I: Hazardous Materials Training Program – Training Records.</a>
What are the record retention requirements for initial training, recurrent training, duty time, hazmat, instructor, etc?	<a href="#">8900.1: Operator Recordkeeping, Air Carrier: Currency Periods for Records # 3-3031 – 3-3034.</a>  <i>See Table 3-128C. Flight Attendant Records—Part 121</i>
Is there a limit to the number of hours per day training should be conducted, and how long and frequent should I give trainees a break?	<a href="#">8900.1 Part 121 F/A Indoctrination Training - Daily Training Hours. # 3-1861 C.</a>

## Where do I find...

What are the national norms for training hours for General Emergency Training?	<a href="#">8900.1: Flight Attendant General Emergency Training.</a>  <i>See Evaluation of Training Hours # 3-1805.</i>
What is the difference between Information VS Record with regard to training records?	<a href="#">8900.1: Operator Recordkeeping, Air Carrier: General # 3-2981 – 3-2983.</a>
The conditions that must be present for a classroom to be approved?	<a href="#">8900.1: Training Program Inspections for Parts 121 and 135 # 6-625: (D. Instructional Delivery Methods.</a>
What are the qualifications/expectations of instructors?	<a href="#">8900.1: Training Program Inspections for Parts 121 and 135 # 6-625: (D. Instructional Delivery Methods.)</a>
What are the expectations of an operator’s courseware?	<a href="#">8900.1: Training Program Inspections for Parts 121 and 135 # 6-625: (C. Courseware Inspection).</a>
What curriculum categories of training must an operator create and maintain?	<a href="#">8900.1: Flight Attendant Training Curriculums # 3-1726 – 3-1730.</a>
What level of detail needs to be included within a training module outline?	<a href="#">8900.1: Aircraft Ground Training Curriculum Segment 3-1827 B. Level of detail.</a>
Once the training program curriculum is in final approval status, can airlines change their courseware without requiring approval of the training program?	<a href="#">8900.1: Training Module Construction # 3-1079. See B. 1) and 2)</a>

### Miscellaneous / Other

<b><i>If you are looking for...</i></b>	<b><i>Look here:</i></b>
What condition must an aircraft be in on the day of the conformity check?	<a href="#">8900.1: Aircraft Configuration Control Document.</a>
Is a LOPA required, and where can LOPA requirements be found? Note: The term List Of Passenger Accommodations (LOPA) has changed to “Aircraft Interior Control Document (AICD).”	<a href="#">8900.1: Aircraft Configuration Control Document.</a> <i>(Word search: ACCD)</i>
CRO requirements related to having an employee present at each airport served. Does the CRO have to be physically present?	<a href="#">Nondiscrimination on the Basis of Disability in Air Travel – Final Rule: Effective May 13, 2009.</a>  <i>See page 45 of 75, section 382.151, 2<sup>nd</sup> paragraph; and page 48 of 75, second to last bullet.</i>
Detailed information about different aircraft doors?	<a href="#">Aircraft exit profiles.</a>

## Where do I find...

	<i>See Transport Canada Aircraft Information</i>
Flight attendant specific information, such as required flight attendants at a specific station per the aircraft manufacturer?	<a href="#">TCDS – Type Certificate Data Sheets.</a>
What defines the terms readily accessible” and “conveniently located” when it comes to location of emergency equipment?	<a href="#">Legal interpretation: “Readily accessible to the crew” and “conveniently located.”</a>
Does the weight of a removable emergency exit need to be placarded on the exit itself?	<a href="#">14 CFR 25.813: Emergency exit access.</a>
Are flight attendants required to point out the location of the oxygen masks located in passenger service units (PSUs)?	<a href="#">14 CFR 121.333 (f) Supplemental oxygen for emergency descent and for first aid; turbine engine powered airplanes with pressurized cabins.</a>
Does every flight attendant have to perform emergency drill training during initial and each 24 calendar months?	<a href="#">14 CFR 121.417 (c)(2) Crewmember emergency training. (Focus is on “each crewmember must –”)</a>

Looking for something and can't find it?

*Do you have any questions or suggestions related to information difficult to find in the Cabin Safety Subject Index? Please send an [email](#) and your question/suggestion may be included in a subsequent revision of the CSSI.*

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Documents still used for reference as they are not expired, not presently published, and awaiting to be reincorporated into 8900.1., or responses from the FAA. Documents listed are:

AC 120-65: Interference with crewmembers in the performance of their duties.



AC 120-65

Interference with crew

*Click “attachments” in your PDF program to read document.*

FSAT 97-06: Passenger Information on Beechcraft 1900's and Other Similar Airplanes.



FSAT 97-06

Passenger Informatio

*Click “attachments” in your PDF program to read document.*

## Where do I find...

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Legal Interpretation (Regionally issued): Fitness of airline pass riders.



Legal Interp - Fitness  
of Airline Pass Riders

Click "attachments" in your PDF program to read document.

Legal Interpretation 121-340 (a)(b) infant life vests and overwater departures.



Legal Interp 121-340  
(a)(b) infant life vests

Click "attachments" in your PDF program to read document.

Lap Kidz – AFS-200 Response.



9-18-2013 SIGNED  
AFS200 LapKidz Resp

Click "attachments" in your PDF program to read document.

Clarification of current guidance: Collection of service items during taxi.



CONSIDER  
12-11-2014 SIGNED A

Click "attachments" in your PDF program to read document.

SAFO 08010: Expanded information for SAFO 08010 Use of Non-Safety Personnel Onboard an Aircraft During Operations (Applicable to parts 121 and 135).



NonSafetyPers.pdf

Click "attachments" in your PDF program to read document.

## Final Rule/Amendments

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When the title of the document does not indicate content of the Final Rule/Amendment, text with parenthesis in italics provides a general description.

To find the document, use [Federal Register Advanced Search](#), enter the title of the document and the specific date of issue.

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14 CFR Parts 121 and 135: Emergency Medical Equipment; Final Rule (04/12/2001) [Docket No. FAA–2000–7119; Amendment No. 121–280 and 135–78]

14 CFR Parts 119, 121, 135, and 145: Hazardous Materials Training Requirements; Final Rule (10/07/2005) [Docket No.: FAA–2003–15085; Amendment Nos. 119–10, 121–316, 135–101, 145–24]

14 CFR Parts 121, 129, and 135: Prohibition of Smoking on Scheduled Passenger Flights; (06/09/2000) [Docket No. FAA–2000–7467; Amendment Nos. 121–277, 129–29 and 135–76]

14 CFR Part 121: Flightdeck Door Monitoring and Crew Discreet Alerting Systems; Final Rule; (08/15/2007) [Docket No. FAA-2005-22449; Amendment No. 121-334]

14 CFR Parts 121 and 135: Air Carrier and Commercial Operator Training Programs; Final Rule (12/20/1995) [Docket No. 27993; Amdt No. 121-250, 135-57] (*CRM Training*)

14 CFR Parts 91, 121, 125, and 135: Crewmember Interference, Portable Electronic Devices, and Other Passenger Related Requirements; Final Rule (01/07/1999) [Docket No. FAA-1998-4954]

14 CFR Part 91, et al.: Commuter Operations and General Certification and Operations Requirements; Air Carrier and Commercial Operator Training Programs; Final Rules (12/20/1995) [Docket No. 28154; Amendment Nos. 91-245, 119, 121-251, 125-23, 127-45, 135-58, SFAR 50-2, SFAR 71 and SFAR 38-12] (*Emergency Flotation Means*)

14 CFR Parts 121 and 135: Aircraft Assembly Placard Requirements; Final Rule (06/29/2004) [Docket No. FAA–2004–18477]

### Final Rules not available online

Flight Attendant Duty Time – Final Rule.



Duty & Rest - Fed  
Reg Version- FA Prea

Click "attachments" in your PDF program to read document.

# Final Rule/Amendments

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## Recently released Final Rules

14 CFR Part 121 Crewmember Requirements When Passengers are Onboard; Final Rules (11/05/2010) [Docket No. FAA-2009-0022; Amendment No.: 121-350].



Crewmember requirements when passengers are onboard

*Click "attachments" in your PDF program to read document.*

14 CFR Part 121 Nondiscrimination on the Basis of Disability in Air Travel; Accessibility of Aircraft and Stowage of Wheelchairs; Final Rule (11/12/2013) [Docket No. DOT-OST-2011-0098].



Nondiscrimination on the Basis of Disability

*Click "attachments" in your PDF program to read document.*

## Aircraft Compliance with Disability Rules Checklist



Aircraft Compliance with Disabilities rules (checklist)

*Click "attachments" in your PDF program to read document.*

## 8900.1 Cross Reference

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### Dynamic Regulatory System

- 1 - Approval and Acceptance of Flight Attendant Manuals and Checklists (V3 Ch32 S13)
- 2 - Cabin Safety and Flight Attendant Management: Flight Attendant Qualifications (V3 Ch23 S8)
- 3 - Cabin Safety and Flight Attendant Management: Flight Attendant Requirements (V3 Ch33 S4)
- 4 - Flight Attendant General Emergency Training Curriculum Segment (V3 Ch23 S4)
- 5 - Flight Attendant Basic Indoctrination Training Curriculum Segment (V3 Ch23 S3)
- 6 - Flight Attendant Aircraft Ground Training Curriculum Segment (V3 Ch23 S5)
- 7 - Aborted Takeoff Demonstration Procedures (V3 Ch30 S3)
- 8 - Approval and Acceptance of Manuals and Checklists (V3 Ch32 S2)
- 9 - Operator Recordkeeping, Air Carrier: Acceptance or Approval Process (V3 Ch31 S2)
- 10 - Validation Test Requirements (V3 Ch29 S8)
- 11 - Operator Recordkeeping, Air Carrier: Currency Periods for Records (V3 Ch31 S3)
- 12 - Operator Recordkeeping, Air Carrier: General (V3 Ch31 S1)
- 13 - Cabin Safety and Flight Attendant Management: Instrument and Equipment Requirements (V3 Ch33 S3)
- 14 - Operations Specifications: Part A Operations Specifications—General (V3 Ch18 S3)
- 15 - Cabin Safety and Flight Attendant Management: Operations—Cabin Safety (V3 Ch33 S6)
- 16 - Cabin En Route Inspections (V6 Ch2 S8)
- 17 - Flight Attendant Training Curriculums (V3 Ch23 S1)
- 18 - Compliance and Enforcement Special Considerations, Air Carrier (V14 Ch3 S10)
- 19 - General Information for Air Carrier Certification and Fractional Ownership: General Information (V2 Ch2 S1)
- 20 - Air Carrier Commercial Operator Certificate Determinations, Types of Certificates, and Applicable Rules (V2 Ch2 S2)
- 21 - Assignment of FAA Responsibilities, Operating Certificates (V2 Ch1 S2)
- 22 - Obtaining and Constructing Certificate/Designator Numbers for Operating Certificates (V2 Ch1 S3)
- 23 - Hazardous Materials or Dangerous Goods (V2 Ch2 S6)
- 24 - International Civil Aviation Organization (ICAO) Company Designators and Telephony Designators (Call Signs) (V2 Ch2 S7)
- 25 - The Certification Process – Title 14 CFR Part 121: General Information and Phase 1 (V2 Ch3 S1)
- 26 - Part 121 Certification: Certification Phases (V2 Ch3 S2)
- 27 - Initial Certification or Renewal of a Part 141 Pilot School (V2 Ch9 S1)
- 28 - Flight Attendant Training Approval Process (V3 Ch23 S2)
- 29 - Cabin Safety and Flight Attendant Training (V3 Ch23 S6)
- 30 - Advanced Qualification Program: Crew Resource Management (CRM) / Dispatch Resource Management (DRM) Integration and Assessment (V3 Ch21 S5)
- 31 - Air Carrier Check Airmen, Instructors, and Supervisor Programs: General (V3 Ch20 S1)
- 32 - Advanced Qualification Program: Scope, Concepts and Definitions (V3 Ch21 S1)
- 33 - Advanced Qualification Program: Surveillance (V3 Ch21 S2)
- 34 - Advanced Qualification Program: Instructors/Evaluators/Aircrew Program Designees (V3 Ch21 S3)
- 35 - Advanced Qualification Program: The Advanced Qualification Program Approval Process (V3 Ch21 S4)
- 36 - Evacuation and Ditching Demonstrations: General (V3 Ch30 S1)
- 37 - Ditching Demonstrations (V3 Ch30 S4)
- 38 - Conduct Certification of a 14 CFR Part 125 Operator (V2 Ch6 S2)
- 39 - Cabin Safety and Flight Attendant Management: Special Airworthiness Requirements (V3 Ch33 S2)
- 40 - Expanded Use of Passenger PEDs for Aircraft Operations Conducted Under Parts 91 Subpart K (Part 91K), 121, 125 (Including A125 LODA holders), and 135 (V3 Ch66 S1)
- 41 - Air Carrier Management Effectiveness (V3 Ch28 S1)
- 42 - Transportation of Oxygen Generators (Chemical) (V6 Ch11 S1)

## 8900.1 Cross Reference

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- 43 - Events Excluded from an Aviation Safety Action Program (V14 Ch3 S12)
- 44 - Manuals, Procedures, and Checklists for Parts 91K, 121, 125, and 135: Procedures (V3 Ch32 S7)
- 45 - General Operations Manuals for 14 CFR Parts 121/135 (V3 Ch32 S4)
- 46 - Minimum Crew Requirements for Boarding and Presence of Federal Air Marshals (V9 Ch2 S1)
- 47 - Aviation Safety Action Program (ASAP) (V11 Ch2 S1)
- 48 - Proving and Validation Tests (V3 Ch29 S1-S8)
- 49 - Voluntary Disclosure Reporting Program for Air Carriers, Repair Stations, and Other Regulated Entities (V11 Ch1 S1)
- 50 - Aircraft Configuration Control Document 14 CFR Part 121 (V10 Ch9 S1)
- 51 - Exemptions, Deviations, Waivers, and Authorizations (V3 Ch2 S1)
- 52 - Flightcrew Requalification Training Curriculums (V3 Ch19 S11)
- 53 - Flight Reviews and Competency Checks (V5 Ch2 S3)
- 54 - Emergency Evacuation/Ditching Demonstration Requirements and Operator Plan Acceptance (V3 Ch30 S2)
- 55 - Operations Specifications: Background Information (V3 Ch18 S1)
- 56 - Manuals, Procedures, and Checklists for 14 CFR 121 parts 91K, 121, 125, and 135 Background and Definitions (V3 Ch32 S1)
- 57 - (Reserved) Training Program Inspections for Parts 121 and 135 (V6 Ch2 S21)
- 58 - Scope, Concepts, and Definitions (V3 Ch19 S1)
- 59 - The Proving and Validation Test Process (V3 Ch29 S2)
- 60 - Proving Test Requirements (V3 Ch29 S3)
- 61 - Safety Management System – Overview (V17 Ch1 S1)
- 62 - Planning the Proving Test (V3 Ch29 S4)
- 63 - Conducting Proving and Validation Tests (V3 Ch29 S5)
- 64 - The General Process for Approval or Acceptance – General (V3 Ch1 S1)
- 65 - Training Approval Process (V3 Ch19 S2)
- 66 - Major Change Process Document – General Information (V10 Ch11 S1)
- 67 - Major Change Process Document – Work Instructions (V10 Ch11 S2)
- 68 - Conduct Ramp Inspection on Cargo Loading (Including Part 125) (V6 Ch2 S5)
- 69 - (Reserved) Evaluation of a Certificate Holder's Management of Significant Changes Part 121, 135, 145, and 91 Subpart K (V2 Ch6 S18)
- 70 - Fatigue Education and Awareness Training (FEAT) Program Approvals and Updates (V3 Ch58 S4)
- 71 - General Information on Public Aircraft Operations (V3 Ch14 S1)
- 72 - Public Aircraft Operations and Surveillance Government Aircraft Operations Versus Civil Aircraft Operations (V3 Ch14 S2)
- 73 - Clarifying Policy Regarding the Flight Time, Duty, and Rest Requirements of 14 CFR Parts 117, 121, and 135 (V3 Ch58 S5)
- 74 - SAS: Certificate Holder Food and Beverage Service Cart Safety and Serviceability. (V6 Ch11 S25)
- 75 - Guidance Evaluation and Qualification of Onboard Flightcrew Member Rest Facilities for Part 117 Operations (V3 Ch58 S3)
- 76 - Reporting Procedures (V3 Ch29 S6)
- 77 - Evaluation and Authorization (EFB) (V4 Ch15 S1)
- 78 - Electronic Flight Bag (EFB) Program Checklist (V4 Ch15 S2)
- 79 - Request for Deviation of Proving Test Hours (V3 Ch29 S7)
- 80 - The Certification Process – Title 14 CFR Part 121 Phase 3 - Design Assessment (V2 Ch3 S3)
- 81 - The Certification Process – Title 14 CFR Part 121 Phase 4 - Performance Assessment (V2 Ch3 S4)
- 82 - The Certification Process – Title 14 CFR Part 121 Phase 5 - Administrative Functions (V2 Ch3 S5)
- 83 - Air Carrier Management Effectiveness (V3 Ch28 S1)
- 84 - Safety Assurance System: Approval of Training Equipment—Part 121 (V3 Ch23 S7)
- 85 - Aircraft Configuration Control Document 14 CFR Part 135 (V10 Ch9 S2)
- 86 - Cockpit En Route Inspections (V6 Ch2 S9)
- 87 - Operator Trip Records Inspections (V6 Ch2 S10)
- 88 - Manual Inspections for Parts 121 and 135 (V6 Ch2 S11)

## 8900.1 Cross Reference

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- 89 - Crewmember and Dispatcher Records Inspections for Parts 121 and 135 (V6 Ch2 S14)
- 90 - Ground Deicing/Anti-Icing Inspections for Parts 121, 125, and 135 (V6 Ch2 S15)
- 91 - Ramp Inspections for Parts 91K, 121, 125, and 135 (V6 Ch2 S4)
- 92 - Safety Assurance System: Conduct a Ramp Inspection on Cargo Loading (Including Part 125) (V6 Ch2 S5)
- 93 - Inspect Trip Records for Part 125 (V6 Ch3 S1)
- 94 - Inspect Crewmember Records for Part 125 Operations (V6 Ch3 S2)
- 95 - Conduct a Part 125 Base/Station Facility Inspection (V6 Ch3 S4)
- 96 - Voluntary Submission of Data (V17 Ch1 S3)
- 97 - SMS implementation for 14 CFR parts 121 and 135 certificate holders and 14 CFR § 91.147 LOA holders. Implementation (V17 Ch2 S1)
- 98 - Safety Management System Voluntary Program. Implementation (V17 Ch3 S1)
- 99 - Corporate Safety Management System. Implementation (V17 Ch4 S1)
- 100 - Safety Management System/Safety Management System Voluntary Program Continued Operational Safety. Continued Operational Safety (V17 Ch5 S1)

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