



# Federal Aviation Administration

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## MMEL Policy Letter 97 Revision 4

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Date: September 06, 2007

To: All Region Flight Standards Division Managers  
All Aircraft Evaluation Group Managers

From: Manager, Air Transportation Division, AFS-200

Reply to Attn of: Manager, Technical Programs Branch, AFS-260

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**SUBJECT: Flight Attendant Seat(s)**

MMEL CODE: 25 (EQUIPMENT / FURNISHING)

REFERENCE: PL-97, Revision 3, dated Sept 15, 2004  
PL-97, Revision 2, dated Feb 16, 2001  
PL-97, Revision 1, dated Oct 22, 1998  
PL-97, Original, dated Jun 26, 1998  
Former Policy Letter 19, dated Feb 11, 1986

**PURPOSE:**

The purpose of this policy letter is to provide standardized requirements for Flight Attendant seats.

**DISCUSSION:**

In order to evaluate and analyze the extent of inoperative flight attendant seats, a three-year test program was implemented effective with the issuance of the original Policy Letter 97. Operators would provide AFS-260 with information on inoperative flight attendant seats, to include inoperative dates, malfunctions, and corrective actions. The original policy letter 97 reformatted PL 19 with changes to policy for repair category from "no specific repair category" to a more restrictive category A for aircraft with only one flight attendant seat, category B for aircraft with more than one flight attendant seat, and category C for aircraft with seats in excess of that required by Federal Aviation Regulations. Displacement of a flight attendant from a flight attendant seat to a passenger seat usually precludes or restricts access to equipment required by the FAR's such as the flashlight, passenger address system, and interphone. Additionally, being seated in a passenger seat could expose the flight attendant to a greater potential of being injured during a crash due to the lack of a shoulder harness. Considering that the primary responsibility of a flight attendant is to open escape doors and assist passengers in the evacuation of an aircraft following a survivable accident, it is imprudent to jeopardize the performance of such a key person during a time his/her services may be crucial to the evacuation of injured and uninjured passengers on the aircraft.

Revision 4: Revises PL 97 to provide additional MMEL relief for those aircraft where a Flight Attendant is not required by regulations. Revises POLICY statement by deleting references to "14 CFR Part 121 and 135" since policy is applicable to other operations.

Revision 3: Revised PL 97 to provide additional MMEL relief for operators other than holders of an air carrier or commercial operator certificate.

Revision 2: Further clarified where a displaced flight attendant should be seated. The displaced flight attendant should occupy the seat nearest to the original position so as to most effectively perform assigned duties. In the case where a required position is on one side of a dual seat, ideally, the best position for the displaced flight attendant would be the adjacent flight attendant seat. Revision 2 also creates a new sub-category, "All Cargo Configuration" with a category D repair schedule.

Revision 1: Incorporated editorial corrections which included changing proviso 1(b) under aircraft with more than one flight attendant seat to correspond with (b) under aircraft with only one flight attendant seat.

**POLICY:**

Flight Operations Evaluation Board (FOEB) Chairman should incorporate the following standard MMEL provisos in all applicable MMELs through the normal FOEB revision process.

**AIRCRAFT WITH ONLY ONE FLIGHT ATTENDANT SEAT**

**25 EQUIPMENT /  
FURNISHINGS**

XX-X Flight Attendant Seat  
Assembly

A 1 0

(M)(O) May be inoperative provided:

- a) Affected seat is not occupied,
- b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat,
- c) Alternate procedures are established and used as published in crew members manuals,
- d) Folding type seat is stowed or is secured in the retracted position,
- e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and
- f) Repairs are made within two flight days.

NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.

NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.

NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.

D 1 0

(M) May be inoperative provided:

- a) Flight Attendant is not required by FAR,
- b) Affected seat is not occupied, and
- c) Folding type seat stows automatically or is secured in the retracted position.

NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.

NOTE 2: A seat position with an inoperative or missing restraint system is considered

inoperative.

**AIRCRAFT WITH MORE THAN ONE FLIGHT ATTENDANT SEAT**

25 EQUIPMENT /  
FURNISHINGS

XX-X Flight Attendant Seat  
Assembly (single or dual  
position)

1) Required Flight Attendant      B            -            -  
Seats

- (M)(O) One seat position or assembly (dual position) may be inoperative provided:
- a) Affected seat position or seat assembly is not occupied,
  - b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties,
  - c) Alternate procedures are established and used as published in crewmember manuals,
  - d) Folding type seat stows automatically or is secured in the retracted position, and
  - e) Passenger seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT ONLY".

- NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.
- NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
- NOTE 3: Individual operators when operating with inoperative seats will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.
- NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.

**AIRCRAFT WITH MORE THAN ONE FLIGHT ATTENDANT SEAT**

Flight Attendant Seat  
 Assembly (single or dual  
 position)

2) Excess Flight Attendant Seats	C	-	-	<p>(M) May be inoperative provided:</p> <p>a) Affected seat position or seat assembly is not occupied, and</p> <p>b) Folding type seat stows automatically or is secured in the retracted position.</p> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p>
3) All Cargo Configuration	D	-	-	<p>May be inoperative provided affected seat or seat assembly is not occupied.</p>

Each Flight Operations Evaluation Board (FOEB) Chairman should apply this Policy to affected MMELs through the normal FOEB process.

(AFS 200 Manager Name here), Manager,  
 Air Transportation Division, AFS-200