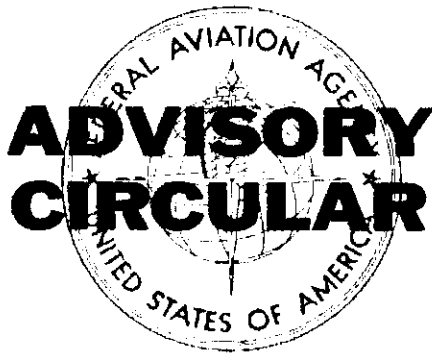


Federal Aviation Agency

Cancelled 00-2EE



AC NO: AC 121-7

CERTIFICATION AND
OPERATIONS: AIR
CARRIERS AND COMMERCIAL
OPERATORS OF LARGE
AIRCRAFT

EFFECTIVE :

7/14/66

SUBJECT : USE OF SEAT BELTS BY PASSENGERS AND FLIGHT ATTENDANTS

1. PURPOSE. This Advisory Circular provides information on the subject and makes recommendations to help prevent injuries to passengers and flight attendants in flight due to turbulent air encounters.
2. BACKGROUND.
 - a. Agency and CAB accident summaries since 1960 reveal that a considerable number of the air carrier accidents occurring during that period are so classified due to injuries to passengers and/or flight attendants as a result of turbulent air encounters. Many of the injuries occurred when passengers were seated without their seat belts being fastened. These summaries clearly point out the desirability and advantages of passengers keeping their seat belts fastened while seated and the need for prompt attention and compliance to the seat belt sign when turned on. The fact that flight attendants are required by their assigned duties to move about the cabin after the seat belt sign is turned on contributes to accident exposure; however, such exposure can be minimized by more timely advice from the pilot in command to complete essential duties and secure themselves.
 - b. In May 1964, the Administrator forwarded a letter to the president of each air carrier urging those who had not already done so to implement a voluntary procedure requesting all passengers to keep seat belts fastened at all times while seated. While the number of en route turbulence accidents has increased, the number of injuries to passengers in the past 18 months has decreased by 67 percent. We believe this decrease can be attributed to the procedures advocated by the Administrator. However, a recent survey revealed that there were some air carriers who have not yet adopted the procedures. This decrease of inflight injuries is convincing evidence that the number of injuries (and accidents) can be still further reduced if ALL air carriers adopt the recommended procedures.

3. **RECOMMENDATION.** In the interest of reducing inflight injuries to passengers and flight attendants, each air carrier that has not already done so is urged to change company manuals and training programs to insure that:
- a. The passengers are orally briefed on the possibility of encountering turbulence and advised to keep seat belts comfortably fastened at all times while seated during flight, even when the seat belt sign is turned off.
 - b. The flight attendants are advised to sit down and fasten seat belts when the pilot in command believes the aircraft may encounter turbulence that would make it unsafe for flight attendants to move about the cabin.
 - c. The pilot in command is reminded of his responsibility for safety of passengers and crewmembers under FAR section 121.533(d) and (e).



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