



U.S. Department
of Transportation
**Federal Aviation
Administration**

SAFO

Safety Alert for Operators

SAFO 16005
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Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo

A SAFO contains important safety information and may include recommended action. 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. Besides the specific action recommended in a SAFO, an alternative action may be as effective in addressing the safety issue named in the SAFO.

Subject: Bombardier Canadair Regional Jets CRJ CL 600-2B19 (200), CL 600-2C10 (700) & CL 600-2D24 (900) Forward Flight Attendant (F/A) Overhead Supplemental Oxygen

Purpose: This SAFO alerts operators of CRJ 200, 700 & 900 series aircraft to a safety concern regarding the forward F/A overhead supplemental oxygen system.

Background: On September 9, 2015, during cruise flight, the captain of a Bombardier CRJ-900 advised F/As to secure themselves in their jumpseats due to turbulence. After they were seated, the aircraft experienced a decompression, which resulted in the deployment of the supplemental oxygen system. The forward seated F/A could see the masks in the cabin; however, she was unable to locate the mask intended for her station. Only after releasing her seatbelt and shoulder harness was she able to locate the masks, which were deployed behind the jumpseat, preventing them from being visible from a seated position.

Discussion: Supplemental emergency oxygen for F/As is located in compartments above crewmember jump seats. The forward F/A supplemental emergency oxygen system compartment is not positioned in vertical alignment with the jumpseat. When a crewmember is seated in the forward jumpseat and masks drop, the masks drop behind the seat and hang out of the crewmember's line of sight, aligned with the back of the jumpseat. To reach the masks, the crewmember must reach up and behind the seat. This poses a potential problem for crewmembers that cannot extend their arms far enough to grasp a mask (see pictures below). Additionally, each mask on the CRJ 700/800 series is fitted with a clip and it provides additional weight and downward pull to the mask. Should an emergency descent be initiated, the aircraft may enter a nose down pitch up to 40 degrees. This would position the masks even further behind the jumpseat and potentially out of reach of the seated crewmember.



Recommended Action: Directors of safety, directors of operations (Title 14 of the Code of Federal Regulations Part 121, 125, 135 and 91K), inflight management and training management should develop procedures and training to instruct F/As on where the forward F/A masks will deploy, be cognizant of the attitude and pitch of the aircraft when mask are deployed and how best to obtain oxygen from a seated position. Flight attendants should be trained to maintain situational awareness for visual indicators in the cabin should a decompression occur.

Contact: Questions or comments regarding this SAFO should be directed to the Part 121 Air Carrier Operations Branch, AFS-220, at (202) 267-8166.