

CC6153

Posted on 13.07.2023 by Jennifer Curran

Category: [Cabin Crew](#)

Report Title Evacuation Alarm

Initial Report

The Forward Attendant Panel (FAP) had been inoperative for 8 days, I was assured this is OK for up to 10 days, but unable to sound evacuation alarm from cabin either FAP or AAP (Additional Attendant Panel), also not able to use toilet lights or pax reading lights also unable to adjust cabin lighting for take-off landing in darkness.

Comment

Manufacturers' risk assessments determine what is and what isn't a no-go item and these items are specified in the aircrafts' Minimum Equipment List (MEL) . It is not ideal for aircraft to be dispatched with inoperative equipment, but such operations are permitted only as a result of careful analysis of each item to ensure that an acceptable level of safety is maintained. The Minimum Equipment List (MEL) also lists the equipment that may be temporarily inoperative, subject to certain conditions, at the commencement of a flight. In the event of any defects being notified or arising before take-off, the Commander must review them against the MEL to ensure the aircraft can still be safely dispatched.

Defects in the cabin are less than desirable especially when they impact the comfort of the passengers on board. If there is a defect in the cabin mitigations or alternative measures may be in place, for example, if the FAP is in-op (and there is no other method available) it is permissible not to dim the cabin lights for take-off and landing.

Regarding the evacuation alarm, if the this was suddenly in-op during the flight, and then in the event of an evacuation, what would you do? If a loud-hailer is available, use it. Otherwise, shout; while automation has many advantages, it shouldn't always be relied upon. Alternative measures should be discussed with the crew during the briefing, if the defect only becomes apparent onboard, make sure you take the opportunity to address any alternative measures to aid your situational awareness.



