

CC6345

Posted on 27.03.2024 by Jennifer Curran

Category: [Cabin Crew](#)

Report Title Reduced Safety Equipment

Initial Report

During our preflight safety checks we became aware that there were 2 BCF extinguishers missing from doors 2 and doors 3, and 1 from the flight crew rest area. This meant that there were only 2 BCF in the cabin and 1 in the flight deck. On checking the tech log it revealed that the 3 BCFs had actually been removed at AAA.

I brought this to the attention of the flight crew who were adamant that we could go as long as we had 2 BCFS and 2 water extinguishers in the cabin. Apparently this was on the MEL but as cabin crew we don't have access to that and flight crew did not actually show me. The BCF and water were all at doors 1 and 4 with nothing in between so, we repositioned them so we had 1 at doors 1 and 1 at doors 3.

Only having 2 BCFs is less than half of our normal equipment, I find it totally unacceptable. A night flight with tired crew and I am having to try and remind them at every opportunity where the operational BCF are in case of an emergency and we spend most of the flight time over the Atlantic.

Comment

The Master Minimum Equipment List (MMEL) is a document, developed by the manufacturer and approved by the State of Design, that lists the equipment which may be inoperative at the commencement of flight without affecting safe operation of the aircraft.

Operators then produce their own Minimum Equipment List (MEL) which is approved by the Regulator but, if this differs from the MMEL, it may only be via the inclusion of more restrictive limitations. 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. The continued operation of an aircraft with permitted defects should always be minimised, though mitigations or alternative measures may be put in place until maintenance action can clear the problem.

The crew onboard should be working as a team, and if the SCCM is unsure of the content of the MEL then they should feel that they can clarify their concerns with the flight crew. The MEL is supposed to not only detail the allowable deficiencies but also how to comply with them, so the

decision about how best to distribute the remaining extinguishers should be easily identified. The MEL should say exactly what is required and where it should be.



