

## IATA Cabin Operations Safety Best Practices Guide – Edition 2018

Operators should determine their policy on acceptance and use of comfort devices by means of safety risk assessment process, an example of which appears below.


**Source: Risk assessment sample from the IATA Cabin Operations Safety Best Practices Guide 7.4.1 Risk Assessment – Non-certified Comfort Devices – Edition 2018**

| Hazard (Adverse event)  | Threat (Potential cause)  | Consequence (Outcome/Risk)  | My Flight Hammock assessment<br>        |
|---|---|---|--|
| Overheat or ignition of seat components   | Device obstructs cooling/ventilation grilles or systems   | Cabin fire  | Device does not obstruct cooling/ventilation grilles or systems  |
| Ineffective firefighting procedures carried out by cabin crew                                 | Device obstructs access to overheating seat components or in-flight entertainment system              | Uncontained cabin fire  | Device does not obstruct access to seat components or in-flight entertainment system                                       |
| Ineffective firefighting procedures carried out by cabin crew                                 | Design of device does not allow removal of lithium battery for firefighting procedures                | Uncontained cabin fire  | Device does not contain lithium batteries  |
| Hypoxia following depressurisation incident   | Device obstructs access to emergency drop-out oxygen masks  | Incapacitated passenger/crew  | Device does not obstruct access to emergency drop-out oxygen masks   |
| Bursting of device following depressurisation incident  | Device is inflatable, with no emergency release valve   | Passenger injury  | Device is inflatable with an emergency release valve which is a 2-way valve with fast acting deflation                     |
| Discomfort to other passengers  | Device prevents the use of other passengers' seat functions   | Disputes between passengers and unruly behaviour  | Device does not prevent the use of other passengers' seat functions  |
| Damage to seat components   | Device imposes abnormal weight/size loads to seat components such as tray table, headrest and armrest | Increased maintenance and repair costs  | Device does not impose abnormal or any weight/size loads to seat components. Device does not attach to any seat components |
| Loose items in cabin during turbulence  | Device unable to be stowed quickly and safely during turbulence                                       | Injury to passengers or crew  | Device can be stowed quickly and safely during turbulence  |
| Inability to wear seat belt fastened effectively at all times, or during turbulence in-flight | Device prevents correct use of seat belt or encourages incorrect positioning around neck or legs      | Injury to passenger   | Device allows correct use of seat belt and encourages correct positioning  |
| Exceedance of limitations on carriage of lithium battery in the cabin                         | Device contains lithium batteries which exceed permitted quantities or rating                         | Non-compliance with regulation and increased risk of cabin fire involving lithium battery | Device does not contain lithium batteries  |

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The below matrix details criteria that could be adapted into a checklist to support cabin crew decision making should a comfort device present which has not been included in operational policy and procedures manuals.

**Source: Risk assessment sample from the IATA Cabin Operations Safety Best Practices Guide 7.4.2 Decision Tool – Comfort Devices – Edition 2018**

| Question   | Answer and decision | My Flight Hammock response<br>        |
|--|---------------------|--|
| Is the device within the operator's cabin baggage allowance (weight and dimension)?  | No – not permitted  | Yes – The device weighs 670g with dimensions 30cm (L) x 16cm (H) x 5cm (W)   |
| Does the device allow the proper use of the seat belt?   | No- not permitted   | Yes – The device allows the proper use of the seat belt  |
| If the device is inflatable, does it have a quick release valve or other method to equalise pressure during a cabin depressurisation incident?                       | No – not permitted  | Yes – The device has a quick release 2-way valve   |
| Does the device contain lithium-ion batteries with a Watt hour rating of 100 Wh or more?   | Yes – not permitted | No – The device does not contain batteries   |
| Does the device adversely affect the use of another passenger seat, including access to the aisle, seat recline, use of tray table, in-flight entertainment, etc.?   | Yes – not permitted | No – The device does not adversely affect the use of another passenger seat  |
| Does the device, when attached to any part of the seat or cabin component, impose heavier than normal loads to the seat or cabin component?                          | Yes – not permitted | No – The device does not attach to any part of the seat or cabin component   |
| Does use of the device obstruct cooling/ventilation systems, or does it obstruct decompression vents in floor or side wall area to the point of preventing air flow? | Yes – not permitted | No – The device does not obstruct cooling/ventilation systems or obstruct decompression vents in floor or side wall area |
| Could the device become loose and cause injury to others during turbulence?  | Yes – not permitted | No – The device cannot become loose and cause injury   |
| Does use of the device prevent any person from rapid access to emergency oxygen masks during a depressurisation event?   | Yes – not permitted | No – The device does not prevent any person from rapid access to emergency oxygen masks                                  |
| Does use of the device prevent cabin crew access to electrical systems or components during an overheat, smoke or fire event?  | Yes – not permitted | No – Use of the device does not prevent cabin crew access to electrical systems or components                            |