
Subject: Flight Crew Rest Facility Enhancements



Introduction

The Class I pilot crew rest facilities on all B747-400 aircraft are being modified to comply with FAA Advisory Circular 117, Re-Certification of Long-Range Flight Crew Rest Facilities.

The new enhancements (as well as associated MEL restrictions) are designed to promote better crew rest, minimize intrusive light and noise, and account for environmental issues such as airflow, temperature, and odors.

Specific upgrades include:

- New curtains
- New window plugs
- Locking door latch (prevents flight deck access via the decompression panel)
- Addition of a doorway sash (to be used when the door is locked open)
- Installation of two Personal Electronic Device (PED) power outlets (near stowage cabinet)

- New emergency lighting (connected to cabin emergency light system)
- Relocation/addition of oxygen masks (aircraft 6301-6310 only)
- No Smoking/Fasten Seat Belts (NSFSB) sign lens change
- New placards

Modification Schedule

Aircraft 6305 is the prototype. All aircraft will be modified by January 04, 2014.

Flight Crew Rest Door

The flight crew rest door must remain locked open against the decompression panel anytime the pilot crew rest is unoccupied. The curtains in each bunk must also be stowed with the tieback when unoccupied. When the door is locked open, a sash that is attached and stowed against the crew rest wall, should be snapped across the doorway of the crew rest to prevent entry from passengers.



Volume 1 Limitation

General

For safety reasons (fire-fighting), the door to the flight crew rest must remain secured open when the crew rest is not occupied. Fasten the sash across the open doorway when the door is secured open.

Procedures

Interior Inspection (First Officer or Relief Pilot)

During preflight, crewmembers should check the security, integrity, and provisioning of the flight crew rest area. If the flight crew rest area door is in the locked open position, unlock and check the area behind the door for any prohibited or suspicious items. The pilot issued silver key is used to unlock/lock the new latch. When the inspection is complete, the door should be locked open and the barrier sash should be secured across the doorway.



Flight Deck Entry/Exit (Pilots or Flight Attendants)

The clear zone will now include the crew rest facility. The outside crew member (pilot or FA) will need to ensure the crew rest facility is clear (similar to checking the lavatories).

Inoperative Crew Rest Facility Equipment / Furnishings

The MDM should be consulted for inoperative crew rest facility equipment or furnishings. Certain discrepancies may restrict the use of the flight crew rest area.

Note: There is no MEL relief for a missing barrier sash or broken door latch.

Aircraft Systems - Electrical

PED Power Outlets

PED power outlets have also been installed near the stowage cabinet in the crew rest area. Outlet power is controlled by the L UTILITY switch, located on the flight deck. The PED power outlet was installed to power or charge tablet devices. Crewmembers should not use the outlet to power CPAP machines.

Conclusion

Volume 1 and 2 will be updated during an upcoming revision cycle.

Approved by:

Mike Doyle
747-400 Fleet Captain
mike.j.doyle@delta.com
(404) 715-0313

Steve Hanlon
747-400 CLCP
steven.j.hanlon@delta.com
(404) 715-0308

Michael Mannino
747-400 Technical Manager
michael.mannino@delta.com
(404) 715-0320