
In-flight Flight Crew Rest Facilities

NOTE *This paper supersedes 19POS09, of the same name.*

In-flight flight crew rest facilities are vital to the quality of rest and, therefore, the fitness and alertness of flight crew on augmented flights. The location of a flight crew rest facility determines the time required and ease of access to the flight deck. To ensure optimal rest and flight deck accessibility, IFALPA believes that:

1. A flight crew rest facility should be located in the most forward part of the aircraft to allow immediate, unobstructed access to the flight deck.
2. The proximity to the flight deck is important for safety, security, convenience, and immediate access. Locating the flight crew rest facility in the middle or aft section of the aircraft would require flight crew to pass through the passenger cabin, where aisles may be obstructed during cabin service by trolleys and/or passengers. This could delay a flight crew member's return to the flight deck during non-normal operations, particularly the aircraft commander if on rest, presenting an unacceptable operational and safety risk. In non-normal situations such as after heavy turbulence, during a smoke event, or when firefighting is taking place, the aisles may be blocked, or visibility may be impaired, further delaying a return to the flight deck.
3. A crew rest facility should be available exclusively for flight crew. Dual flight crew rest occupancy is the maximum density acceptable for normal operations. Accommodating more crew members increases the likelihood of disturbances and may reduce rest quality, particularly when crew members operate on different rest schedules. Rest facilities located next to each other must be separated by a wall or divider, and bunk beds must have at least a curtain when positioned vertically above one another.
4. The flight crew area should be fitted with a secure door accessible only to flight crew, except in an emergency, when it may be accessed by other crew members.

5. Dividers such as curtains or other heavyweight fabric are not considered appropriate means of separating the compartment from the cabin or other crew rest areas.
6. Temperature control within a rest facility should be adjustable by the occupants, preferably independent for each occupant.
7. Noise from outside the flight crew rest facility should not exceed acceptable noise levels. Noise can be produced by doors, stowage bins, galleys, toilets, public address speakers, and human interaction and conversations.
8. A flight crew rest facility should be protected from light spills from outside the facility as well as from inside in case it is occupied by more than one person.
9. If the flight crew rest facility contains more than one sleeping surface, provisions should be provided to ensure privacy for each individual occupant.
10. A dedicated lavatory for crew use only should be provided adjacent to, or in close proximity to, the flight crew rest facility (or facilities). Ideally, this should be part of the flight crew rest facility and allow exclusive private access by occupants of the rest facility/flight deck. At a minimum, the flight crew should be able to control access. Access between the rest facility and the lavatory should be screened from passenger view to ensure privacy when entering and leaving.
11. If a secondary barrier is installed in the aircraft, the flight crew rest facility should be located on the flight deck side of the barrier.
12. The location, design and specifications of flight crew rest facilities should be determined in mutual agreement between flight crew representatives and the operator. New flight crew rest facilities should not be operated until both parties determine they are safe and adequate for operation.