
Lufthansa's new Seat Belt Sign Policy



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History

Seat Belt Signs were switched on very lightly
Announcement had to be made by the Cockpit Crew
Cabin Crew had to check the passengers

But:

Service was often continued

Passenger check almost impossible at night

FSB signs lost their warning function

Incident on LH Flight LH 440, Aug.2003

On Aug 06. 2003 a LH Airbus 340 hit the top of a fast growing embedded CB.

2 Passengers with heavy injuries

23 Passengers and 3 Crew with minor injuries.

Findings :

Despite of switched on seat belt signs many passengers had their seat belts not fastened !

Low risk awareness of flight attendants and passengers

Seat belt procedures need to be revised!

Statistics from FAA

Between 1981 and 1997 342 severe cases of turbulence were reported

3 dead, 80 heavily injured, 769 light injured

91% of the heavily injured passengers had their seat belts not fastened!



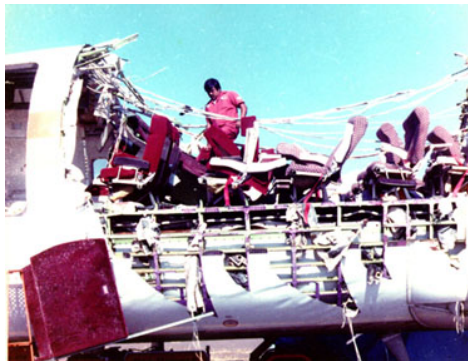
New policy needed

There was only one logical solution:

An obligation to wear the seat belts at all times!

Additional reasons

Not only turbulence is a threat



Requirements JAR OPS (JAA)

JAR-OPS 1.320 Seats, safety belts and harnesses

(1) Before take-off and landing, and during taxiing, and whenever deemed necessary in the interest of safety, the commander shall ensure that each passenger on board occupies a seat or berth with his safety belt, or harness where provided, properly secured.

LBA Statement

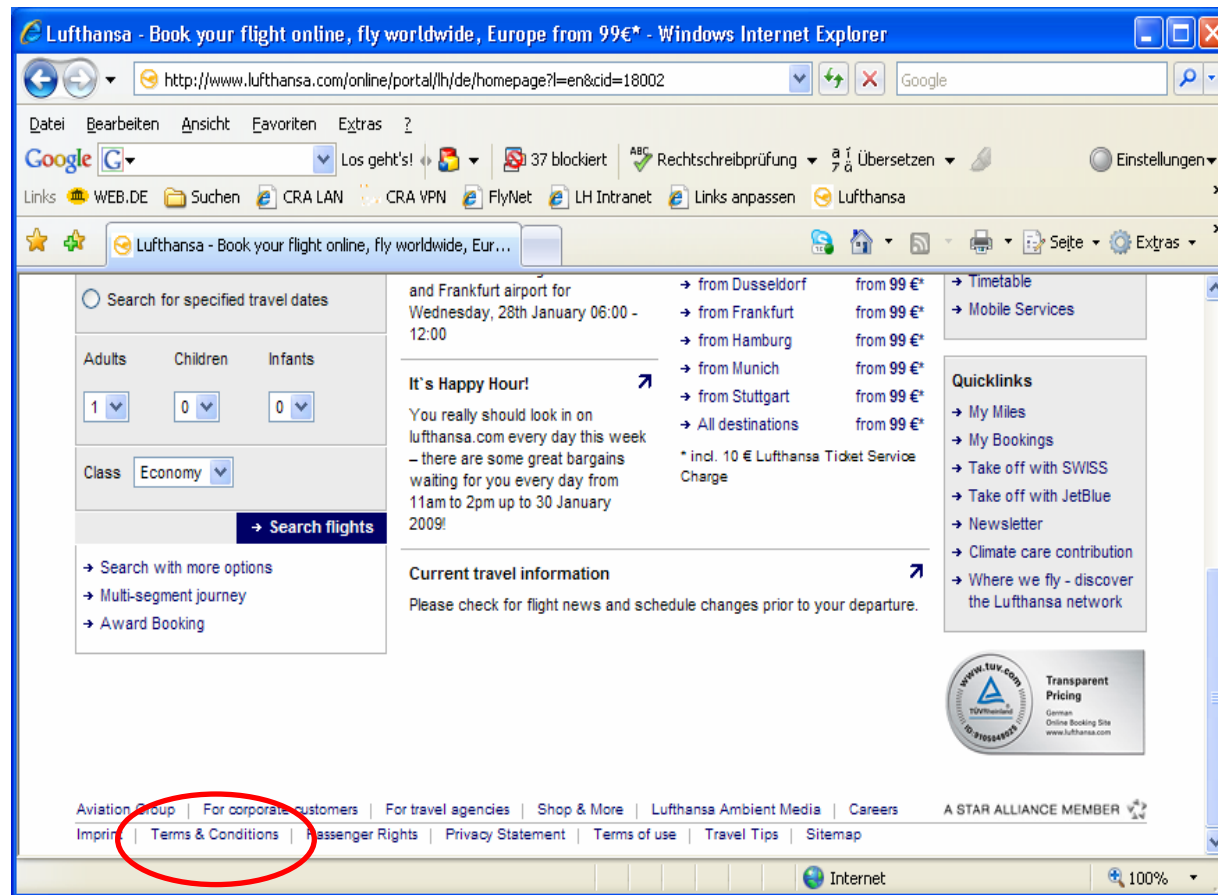
... to your inquiry concerning necessary informations to the passengers with switched on “Fasten Seat Belt” signs we have the opinion that security is guaranteed, if after switching on the signs an additional announcement follows. Thus the passenger is clearly informed.

A following visual inspection - as directly before takeoff and landing accomplished - is not necessary during the flight.

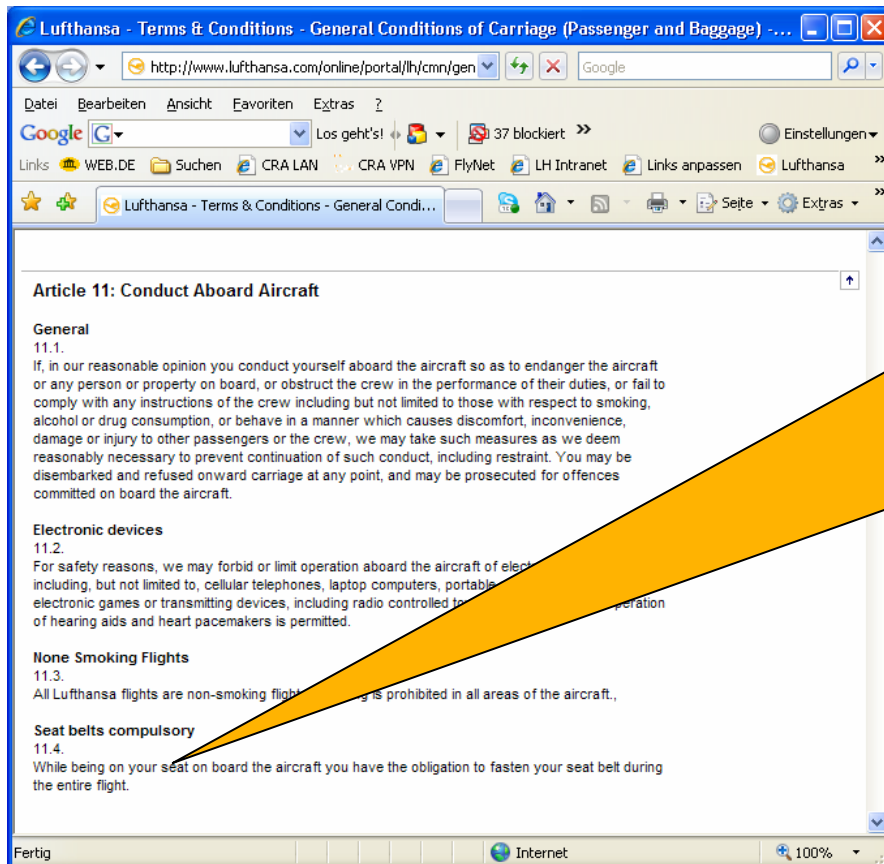
Definition Turbulence

- **Light turbulence** - briefly causes slight, erratic changes in altitude and/or attitude, slight strain against seat belts, **little or no difficulty in walking, service may be conducted.**
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- **Moderate turbulence** - similar to light turbulence, but greater intensity. Changes in altitude/attitude occur. Aircraft remains in control at all times. Variations in indicated air speed. **Occupants feel strain against seat belts, unsecured objects are dislodged, service and walking is difficult.**
 - **Severe turbulence** - large, abrupt changes in altitude/attitude. Large variation in indicated airspeed. Aircraft may be temporarily out of control. Occupants are forced violently against seat belts, unsecured objects are tossed about, service and walking are impossible.
 - **Extreme turbulence** - aircraft is violently tossed about and is impossible to control. May cause structural damage.

Terms & Conditions



Terms & Conditions



Seat belts compulsory 11.4.

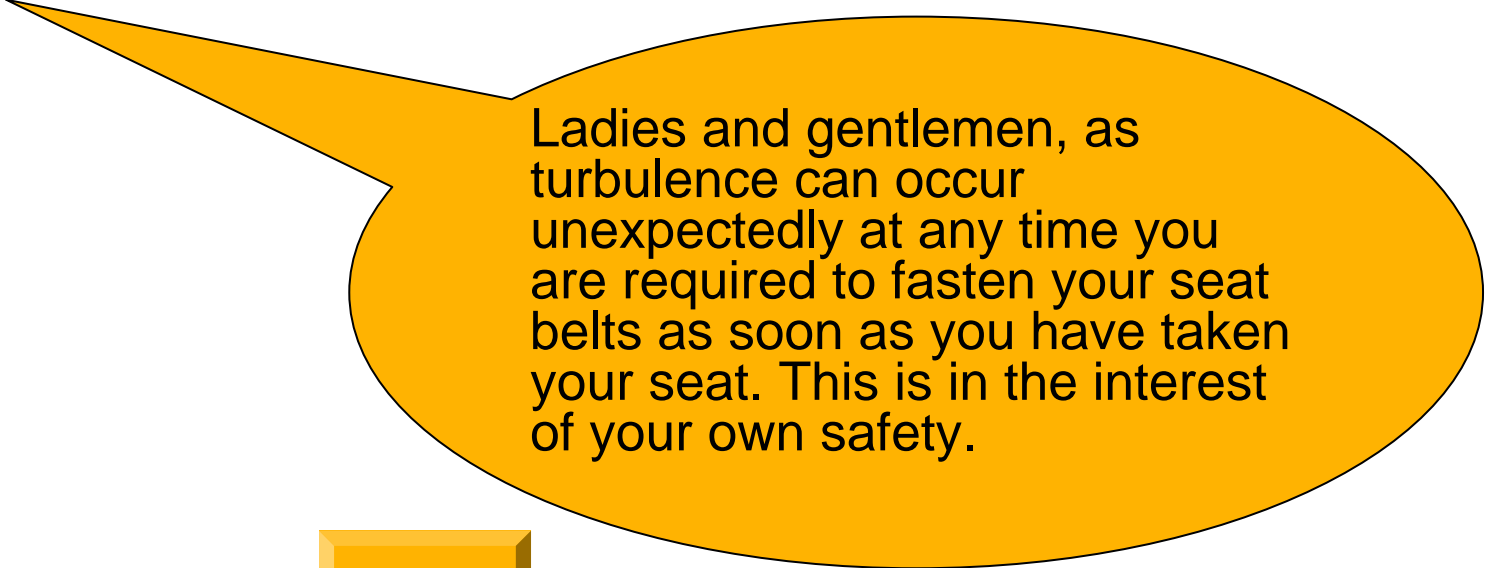
While being on your seat on board the aircraft you have the obligation to fasten your seat belt during the entire flight.



Announcements and passenger briefing

Passengers are also informed by:

Pursers announcements



Ladies and gentlemen, as turbulence can occur unexpectedly at any time you are required to fasten your seat belts as soon as you have taken your seat. This is in the interest of your own safety.

Video Briefings



Summary

Passengers are required to fasten seat belts when seated
They may leave their seat as long as FSB signs are not on.

Passengers are informed by

- Terms and conditions
- Announcements
- Briefing Videos

FSB signs are switched on at expected or actual
moderate turbulence

Captain makes an announcement

Service (reduced) is possible when authorized by CPT