

GALLEY INSTALLATIONSIssued 1-1-62
Revised

1. **PURPOSE:** The purpose of this Aerospace Recommended Practice is to provide criteria for design which will afford maximum protection, to cabin attendants and passengers, from injuries due to:

- a. Galley components becoming dislodged under routine or abnormal operating conditions and under survivable crash or ditching conditions.
- b. Malfunctions of or defects in galley electrical equipment.

NOTE: It is not the purpose of this Aerospace Recommended Practice to specify the design methods or specific design to be followed in the accomplishment of the stated objectives.

2. **DEFINITION:** Galley installations referenced herein are: 1) items connected to an electrical power supply (ovens, grills, hot plates, etc.); 2) those items of food or beverage service equipment not permanently attached to the aircraft structure (liquid container, carrier boxes, etc.); 3) components of permanently attached units which are non-stationary parts (hinged doors, drawers, etc.); and 4) galley assemblies as complete units.

3. **DETAIL RECOMMENDATIONS:** The following criteria are recommended:

- 3.1 Structural design requirements of current pertinent sections of Civil Air Regulations should be considered as minimum requirements only.
- 3.2 Galley and galley attachment structural design requirements should be at least equal or better than basic airframe crash resistance.

Basic airframe crash resistance is defined as the structural design criteria (ultimate inertia forces, etc.) applied by the aircraft designer to the basic airframe as well as the passenger seating and seating attachments.

- 3.2.1 Removable and non-stationary component retention and structural design requirements should be at least equal to or better than requirements established in 3.2 above.
- 3.3 Optimum security should be provided for all removable equipment and hinged doors which may present hazards to occupants or attendants either during normal operations or emergency situations. Secondary security by means of dual latches (automobile door type), or use of articulated sliding doors to enclose separately latched removable components should be considered in the design.
- 3.3.1 Visual indications of complete latching should be provided.