

Asia Pacific Regional Aviation Safety Team(9)

Harmonization and Collaboration in Cabin Safety

- ▶ I would like to bring to your kind attention regarding harmonization and collaboration in Cabin Safety for safe operation of aircraft. DP [Cabin Safety.pdf](#)

Harmonization and Collaboration in Cabin Safety

- ▶ In commercial aviation the passenger is the most important customer. All efforts are made to ensure “safe journey” for a passenger.
- ▶ Passenger makes a flight not only for business or pleasure but for employment opportunities, medical needs, domestic needs, attending emotional affairs as funerals, legal battles etc. & now we have a person with complex needs as a passenger, whose safety is the prime concern in aviation.

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- ▶ ***Cabin crew member.*** A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.
- ▶ *The safety of the passenger in the cabin, lies is in the hands of the cabin crewmember.*

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- ▶ *Cabin Safety is aimed at minimizing risks to occupants of the aircraft, by reducing or eliminating hazards with the potential for creating injuries and causing damage.*
- ▶ *Cabin safety focuses on providing a safer environment for the occupants of the aircraft”.*

(ref Doc 9859 - 2006 edition)

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- ▶ First edition of Doc 9859 identified Cabin Crewmembers as “ stakeholders of safety”
- ▶ Latest edition of the same doc identifies them as “ persons involved in reporting safety incidents ”
- ▶ ICAO doc 1002 defines cabin crew as “ persons involved in managing safety”

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The following are some of the known risks to occupants in an aircraft cabin but not limited to;

- ▶ a) In-flight turbulence;
- ▶ b) Smoke or fire in the cabin;
- ▶ c) Decompression;
- ▶ d) Emergency landings;
- ▶ e) Emergency evacuations; and
- ▶ f) Unruly passenger
- ▶ g) Medical emergencies

(ref Chapter 16.5 Doc 9859 - First edition)

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- ▶ The above emphasize that the role of a cabin crewmember is not only limited to manage normal, abnormal & emergency procedures , but also responsible for security related events, medical situations & a stakeholder in the safety management systems in the cabin.
- ▶ Hence the importance of collaboration & harmonization of training requirements is imperative.
- ▶ It is important that ICAO should have a **cabin safety index** (sample of FAA Cabin Safety Index) for all States to follow suit.

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Annex 6 12.4 requiresthese training programmes shall ensure that each person is:

- ▶ *competent to execute those safety duties and functions which the cabin crew member is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation.*
- ▶ *drilled and capable in the use of emergency and life-saving equipment required to be carried, such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment, first-aid and universal precaution kits, and automated external defibrillators.*
- ▶ *Since inflight accidents are rare the training programmes needs to ensure that cabin crewmembers remain proficient, if and when situations arise.*

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These are the requirements of Doc 10002 for training of Cabin Crew.

- ▶ portable fire extinguishers ;b) axe; c) protective gloves; d) smoke goggles; e) protective breathing equipment (PBE);
- ▶ f) portable oxygen equipment (bottles, passenger mask, full face mask, flight deck oxygen mask); g) emergency flashlight;
- ▶ h) megaphone; i) adult/child and infant life jackets, or other individual flotation device;
- ▶ j) baby survival cots; k) life raft; l) survival kit;
- ▶ m) installed/portable emergency signalling system (e.g. beacon, emergency locator transmitter, radio locator beacon);
- ▶ n) child restraint systems; o) extension seat belt; p) restraining device;
- ▶ q) first-aid kit, universal precaution kit, and medical kit; r) automated external defibrillator and associated equipment (CPR masks, shields, resuscitator bags, etc.);

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- ▶ Annex 6 Chapter 6 mentions only
 - ▶ Fire Extinguisher
 - ▶ Oxygen
 - ▶ ELT
 - ▶ F/A kit
 - ▶ Medical kit for if more than 200 passengers
- ▶ Is there harmonization with the Cabin Safety Training Manual requirement?

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- ▶ With code sharing & one world concept a passenger may travel couple of airlines to get to his destination & we need to ensure that all requirements a passenger has to comply are the same in all airlines.
- ▶ But is it so?
- ▶ Carriage of Pets...seeing/hearing dogs..
- ▶ Weighing of COB
- ▶ LAG requirement
- ▶ The risks to safety in such carriage?

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Definition of an infant

- ▶ *Annex 6.6.2.2 c.1 a seat or berth for each person over an age to be determined by the State of the Operator;*
- ▶ *C 2 a seat belt for each seat and restraining belts for each berth; and*
- ▶ *Each state has a different age for an infant hence the restraining of an infant vary from state to state. The passenger may find it difficult to suit the varying requirements.*
- ▶ Carriage of CRS as advocated by Cabin Safety Group. ICAO has not made it mandatory yet.

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- ▶ Carriage of life jackets
- ▶ *6.5.3.2 Each life jacket and equivalent individual flotation device, when carried in accordance with 6.5.1 a), 6.5.2.1 and 6.5.2.2, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons, except where the requirement of 6.5.2.1 c) is met by the provision of individual flotation devices other than life jackets.*
- ▶ Life jackets in aero planes do have a means for electric illumination but how can a floatation device (as some of the aircraft seats are acceptable as floatation device) have a means for electric illumination?

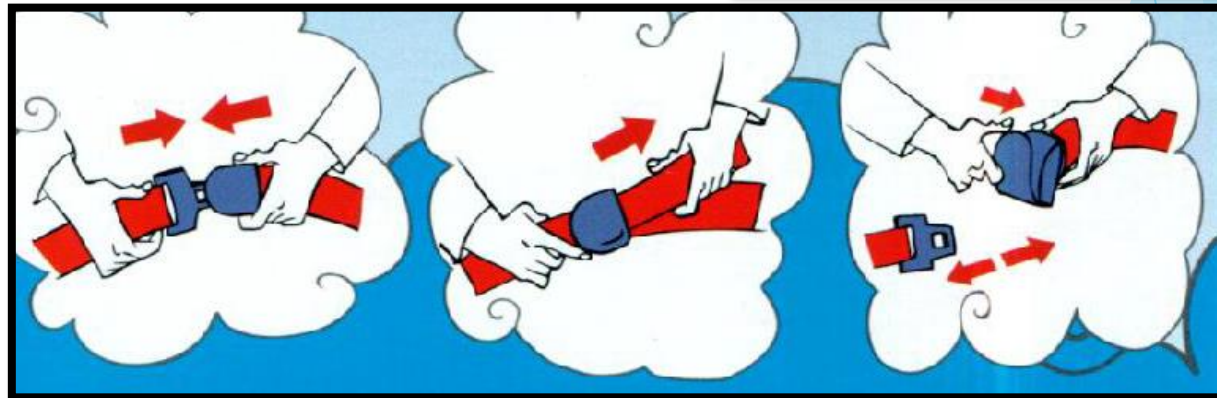
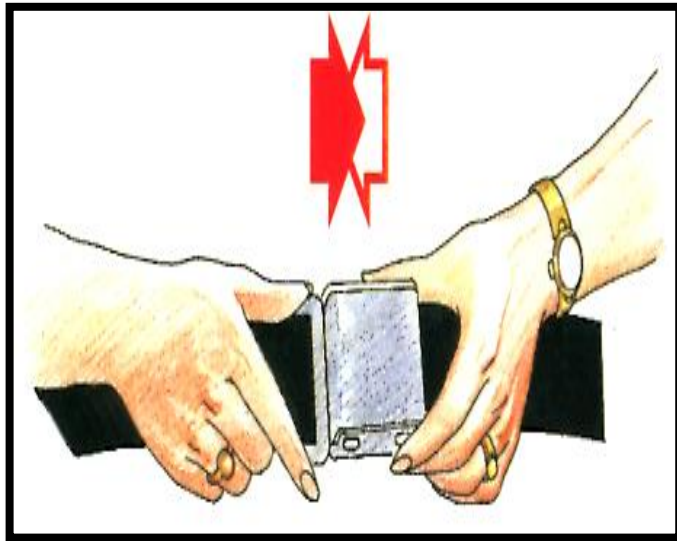
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- ▶ There is no harmonization in Bracing Position with infants in the safety briefing cards.



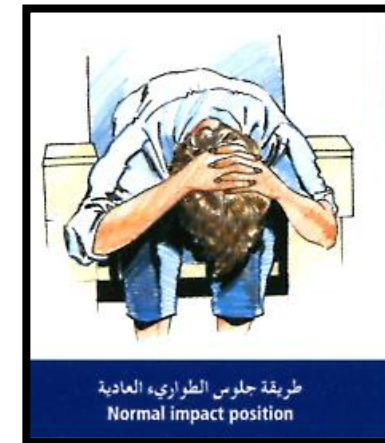
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- ▶ There is no harmonization in fastening & tightening of seat belts.



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- ▶ There is no harmonization of adult bracing position .



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- ▶ **Fatigue Management**
- ▶ *4.10.1 The State of the Operator shall establish regulations for the purpose of managing fatigue. These regulations shall be based upon scientific principles and knowledge, with the aim of ensuring that flight and cabin crew members are performing at an adequate level of alertness. Accordingly, the State of the Operator shall establish regulations for flight time, flight duty period, duty period and rest period limitations; and*
- ▶ **Human performance.** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.
- ▶ Between the two definitions, it is better for ICAO to specify the number of hours that a crewmember may operate for harmonization. Moreover there are scientific evidences which has been established by now.

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There is no harmonization of training of DGR.

- ▶ Annex 6. 12 states that a crewmember has to be trained every year but Doc 9284 states that it should be conducted every two years.
- ▶ *Cabin crew members shall complete a recurrent training programme **annually**. These training programmes shall ensure that each person is:*
- ▶ *e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin; and*
- ▶ *doc 9284 4.2.3 Recurrent training must be provided within **24 months** of previous training to ensure knowledge is current.*

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- ▶ There seem to be a necessity to have criteria for the following for harmonization, of cabin safety.
- ▶ Manual standard for cabin safety. (Appendix A to Annex 6 - FOM)
- ▶ The requirements for certification of cabin crewmembers.
- ▶ Definition of an infant & the restraining system to be harmonized
- ▶ Specified maximum number of flight duty periods
- ▶ Minimum numbers of cabin crew for each type of aircraft (Eu-ops guidance)
- ▶ Items essential for passenger safety briefing card. (Sample safety briefing card)
- ▶ Harmonization of safety & emergency equipment in annex 6 & doc 10002
- ▶ To amend doc 9859 to include the cabin crewmember as a stake holder in safety.

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The meeting is invited to:

- ▶ In keeping with the topic of collaboration & harmonization in aviation the ICAO need to take passenger as the core element in commercial aviation & need to improve guidance material for cabin safety ;
- ▶ All States to use same terminology for Cabin crewmember as a definition
- ▶ To use guidance in ICAO doc 10002 as a minimum standard for training of cabin crewmembers.
- ▶ ICAO to define a complete list of emergency equipment needed for operation of aircraft.

▶ **END**

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▶ Q & A