



SINGAPORE & COSCAP

CABIN SAFETY SEMINAR

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MALAYSIA AIRLINES CABIN SAFETY ASSURANCE SURVEILLANCE SYSTEM

Overview

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- ✓ Areas of Inspection
- ✓ The Checklist
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Introduction

Internal Cabin En-route Inspections

- Conducted by MH Cabin Safety Inspectors
- To ensure that MH cabin crew adhere to Safety Emergency Procedures and Safety Operating best practices
- Lead Inspector will provide a yearly plan inspections
- Flight time of 03 hours (minimum) till 13 hours (maximum) max per sector

DCA Cabin Enroute Surveillance

- Conducted with DCA Flight Operation Surveillance Inspectors and MH Cabin Safety Inspectors
- To assess the level of cabin safety by direct observation and evaluation of operations conducted in the aircraft cabin
- DCA will provide a yearly plan of the surveillance program to MH
- Flight time of 01 hour (minimum) till 13 hours (maximum) per sector

Planning & Preparation

Both Internal Cabin & DCA Enroute Surveillance plan will be forwarded to the upper management for approval

- i. Respective Cabin Safety Inspector will be informed accordingly
- ii. Admin to secure a seat in the cabin for the Inspector
- ii. Memo of advice will be sent to the relevant business unit and station concern
- iii. The checklist forms are updated and available for inspection
 - The format of the checklist form is based on ICAO Flight Operation Surveillance Handbook

Note:

- Inspector will not occupy any cabin crew seat
- Operating cabin crew will not be advised
- The inspector will not interfere during their in-flight service

Frequency of Cabin Inspection

MH Cabin En route Inspections are planned to be conducted at least once a month for each fleet type.

B737-400	B737-800	A330-300	B777-200	A380-800
37	22	14	17	6

DCA(M) requires four cabin inspections to be conducted annually for each aircraft type.

Areas of Inspection

i. Aircraft Equipment

Applies to the general airworthiness of the aircraft and the condition and availability of aircraft cabin emergency equipment and furnishings

ii. Cabin crew

Shall observe cabin crew activities, coordination, knowledge, proficiency and documentation are in compliance with the regulations and conformance with the airline standard operating procedures

iii. Flight Conduct

- ✓ Briefings
- ✓ Pre-departure
- ✓ Taxi / take off
- ✓ Cruising
- ✓ Arrival
- ✓ De-briefing

The Checklist

Air Operator Cabin En Route Inspection Checklist/Report (Ref: FOSI Handbook Vol 3 Chap 10)

Operator:		Flight No.:		Date:	From:	To:
Type of Aircraft:	Regn No.:	Captain:	Snr Cabin Attendant:	Inspector:		

S=Satisfactory,U=Unsatisfactory,P=Potential,I=Information,E=Exceeds,N=Not Observed

<p>A. AIRCRAFT EQUIPMENT</p> <p>1. Required Signs and Placards</p> <p>2. Logbooks</p> <input type="checkbox"/> Open Items <input type="checkbox"/> Carryover Items <input type="checkbox"/> Cabin Items <p>3. Fire Extinguishers</p> <input type="checkbox"/> Correct Type <input type="checkbox"/> Number <input type="checkbox"/> Location <input type="checkbox"/> Serviced <p>4. Megaphones</p> <input type="checkbox"/> Number <input type="checkbox"/> Location <input type="checkbox"/> Tested <p>5. Portable O2 Bottles</p> <input type="checkbox"/> Number <input type="checkbox"/> Service <input type="checkbox"/> Location <input type="checkbox"/> Condition Mask/Hoses <p>6. PBE</p> <input type="checkbox"/> Properly Stowed <input type="checkbox"/> Sealed <p>7. PAX Briefing Cards</p> <input type="checkbox"/> At Each Seat <input type="checkbox"/> Required Information <p>8. PAX Seats</p> <input type="checkbox"/> Emergency Exits <input type="checkbox"/> Condition <input type="checkbox"/> Ash Trays <input type="checkbox"/> Seatbelts/Tray Tables <input type="checkbox"/> Life Preservers <p>9. PAX O. Service Units</p> <input type="checkbox"/> Operational <input type="checkbox"/> Service Pins <p>10. F/A Station</p> <input type="checkbox"/> Retracts <input type="checkbox"/> Seatbelts/Inertial Locks <input type="checkbox"/> PA and Interphone <p>11. Galleys</p> <input type="checkbox"/> Latch Mechanisms <input type="checkbox"/> Restraints, Tiedowns, Covers <input type="checkbox"/> Cleanliness/Corrosion <input type="checkbox"/> Lifts/Elevators <input type="checkbox"/> Water Quality	<p>12. Lavatories</p> <input type="checkbox"/> Signs/Lights <input type="checkbox"/> Smoke Alarms <input type="checkbox"/> Trash Containers <input type="checkbox"/> Extinguishers <p>13. Stowage Areas</p> <input type="checkbox"/> Latch Mechanisms <input type="checkbox"/> Access to Equipment <p>14. Emergency Lighting</p> <input type="checkbox"/> Tested/Operable <input type="checkbox"/> Floor/Escape Path <p>15. Exits</p> <input type="checkbox"/> Controls/Seals <input type="checkbox"/> Girt Bar and Brackets <input type="checkbox"/> Signs/Symbols <input type="checkbox"/> Rafter/Lanyards <p>B. FLIGHT ATTENDANTS</p> <p>1. Crew Compliment</p> <input type="checkbox"/> Initial Boarding <input type="checkbox"/> En Route Stops <p>2. Coordination with Cockpit</p> <p>3. Knowledge</p> <input type="checkbox"/> PIC Authority <input type="checkbox"/> Cabin Fires <input type="checkbox"/> Cabin Logbook <input type="checkbox"/> PSU <input type="checkbox"/> Emergency Communications with Cockpit <input type="checkbox"/> Location and Use of Emergency Equipment <input type="checkbox"/> Decompression <input type="checkbox"/> Turbulent Air <input type="checkbox"/> Unruly PAX <input type="checkbox"/> Hijacking <input type="checkbox"/> Contents of FA Manual <p>4. Ability/Proficiency</p> <input type="checkbox"/> Remove/Demo use of O2 and Fire Bottles <input type="checkbox"/> Demo Emergency Exit Procedures <input type="checkbox"/> Demo "Brace for Impact" Position <input type="checkbox"/> Demo Donning of Life Vests	<p>5. Personal Equipment</p> <input type="checkbox"/> Cockpit Key and Flashlight <p>6. Manual</p> <input type="checkbox"/> Available <input type="checkbox"/> Current <p>C. FLIGHT CONDUCT</p> <p>1. Predeparture</p> <input type="checkbox"/> PAX Boarding <input type="checkbox"/> Carry-on Baggage <input type="checkbox"/> PAX Count <input type="checkbox"/> Door Arming <input type="checkbox"/> Report to Cockpit <p>2. Predeparture Briefings</p> <input type="checkbox"/> Smoking <input type="checkbox"/> Exit Locations <input type="checkbox"/> Seatbelt Use <input type="checkbox"/> Flotation Devices <input type="checkbox"/> Stowage of Baggage <input type="checkbox"/> Use of Oxygen <input type="checkbox"/> Special PAX <p>3. Taxi/Takeoff</p> <input type="checkbox"/> Cabin Secured <input type="checkbox"/> FA Position <input type="checkbox"/> Takeoff Signal <input type="checkbox"/> Announcement <p>4. Cruise</p> <input type="checkbox"/> Monitor Signs <input type="checkbox"/> Crew Coordination <input type="checkbox"/> Passenger Handling <input type="checkbox"/> Turbulent Air Procedures <p>5. Approach/Landing/Arrival</p> <input type="checkbox"/> Announcement <input type="checkbox"/> Cabin Secured <input type="checkbox"/> Passenger Seatbelts <input type="checkbox"/> FA Position <input type="checkbox"/> Passenger Monitoring <input type="checkbox"/> Doors de-armed <p>(See back for Remarks)</p>
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De-briefing

- ✓ The Cabin Safety Inspector is to conduct a debriefing upon termination of an inspection. The inspection report will reflect the items discussed in the debriefing
- ✓ Findings to be addressed with the CCIC (cabin crew in-charge) . Satisfactory results may also be addressed
- ✓ If debriefing did not occur, the reasons should be indicated in the report.

Reporting Procedures

Inspectors to submit their reports with or without findings / observations
The reports submitted should be:

- timely
- accurate
- concise
- factual
- relevant information

Matters requiring attention can be easily identified and acted upon.



Findings / Observation

✓ **Internal Cabin En-route Inspection**

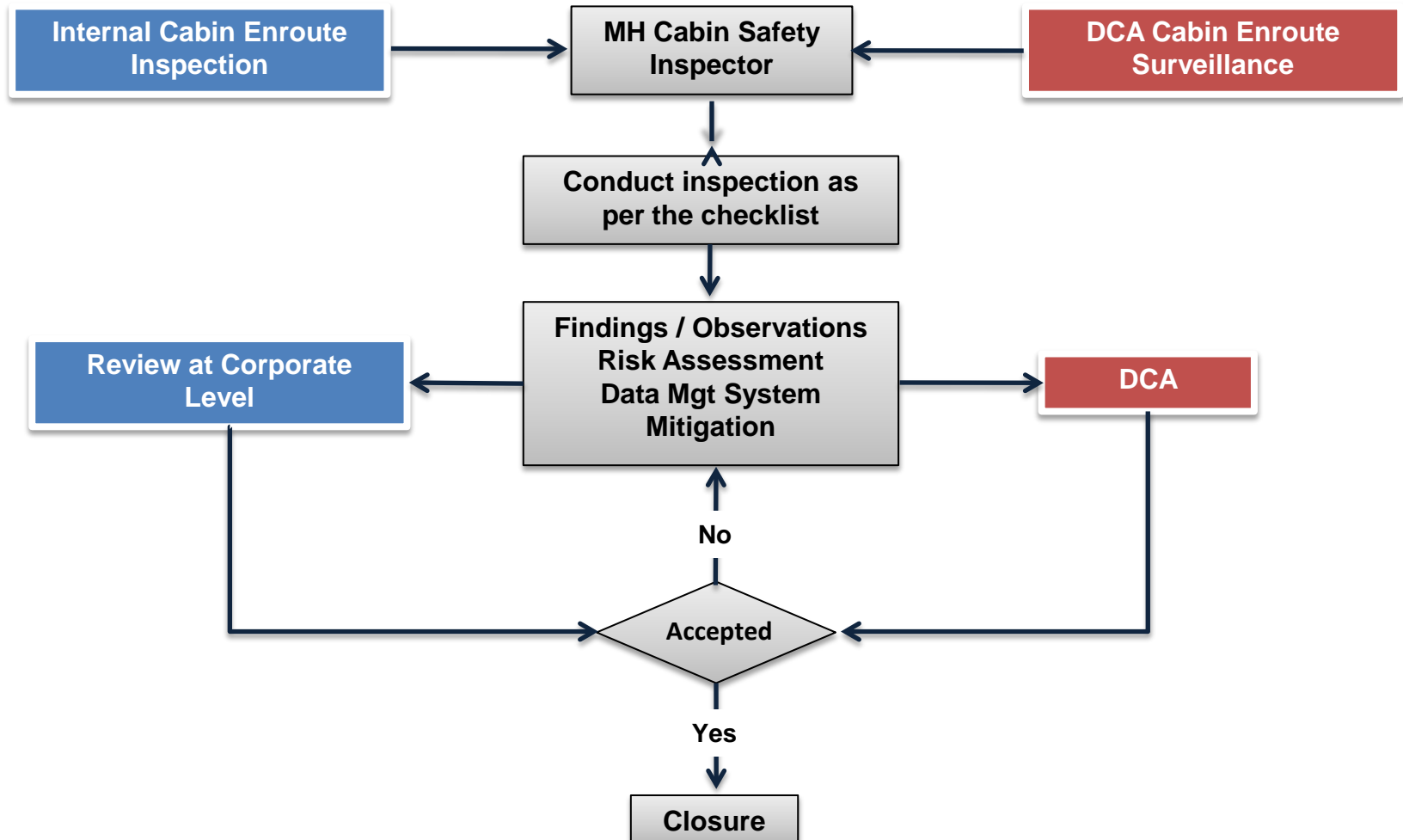
The Inspector shall forward the report with findings:

- To the Lead Inspector for acknowledgement
- Conduct a risk assessment on the finding
- Enter the report into the data management system
- Correspond within own and relevant business units for mitigation and corrective actions

✓ **DCA Cabin En-Route Surveillance**

The processes is the same as above. MH Cabin Inspector shall forward the report with the findings to the DCA Flight Surveillance Inspector to be compiled for their further action

Summary





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