



International Civil Aviation Organization

WORKING PAPER

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(Information paper)
English, French
and Spanish only¹

ASSEMBLY — 36TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other safety matters

CABIN CREW AS SAFETY AND SECURITY PROFESSIONALS

(Presented by the International Transport Workers' Federation)

EXECUTIVE SUMMARY

The International Transport Workers' Federation (ITF) represents unionized aviation workers around the world and speaks for millions of aviation employees globally. The day-to-day safe and secure operation of air transport worldwide depends on their skills and commitment.

This paper follows up on the role of cabin crews and their importance for a safe and secure aviation industry. It reports to the 36th General Assembly the progress which was achieved since the last General Assembly.

Action: The Assembly is invited to note this status report.

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| <i>Strategic Objectives:</i> | This working paper relates to Strategic Objectives A, B and D. It will further Strategic Objectives A and B by enhancing the professional training and competence of cabin crew as safety and security professionals and complement Strategic Objective D by harmonizing global standards. |
| <i>Financial implications:</i> | |
| <i>References:</i> | A35-WP/142. |

¹ English, French and Spanish versions provided by the International Transport Workers' Federation.

1. INTRODUCTION

1.1 During the 35th ICAO Assembly, the International Transport Workers' Federation (ITF) presented a working paper inviting to introduce basic Standards for cabin crew certification, to develop Procedures for Air Navigation Services (PANS) type requirements for cabin crew competency and for a review of the guidance material for cabin crew safety and security training.

1.2 The relevant Commission dealing with this paper was informed of existing ICAO requirements related to cabin crew, which include Annex 6 Standards on cabin crew safety and security training as well as several manuals and circulars on the subject, including the Part E-1 (Cabin Crew) of the ICAO Training Manual.

1.3 Whilst some delegations held the view that the licensing of cabin crew would contribute to the improvement of flight safety, there were diverging views on whether ICAO should develop licensing Standards.

1.4 All the delegations that expressed their views on this paper, however, agreed with the need for standardized training requirements for cabin crew and the importance of ensuring that cabin crew are competent and properly trained.

1.5 There was a broad consensus that the current approach, which provides for cabin crew training standards, is very useful and that ICAO should continue its efforts to improve and standardize the training requirements for cabin crew and to ensure that cabin crew acquire and maintain the required competency in all relevant ICAO training standards.

2. PROGRESS SINCE THE 35TH GENERAL ASSEMBLY (2004)

2.1 The ITF continues to strongly believe that licensing/certification in the aviation industry must include cabin crews to avoid one side of the safety triangle of parts, providers and personnel remaining vulnerable.

2.2 Nevertheless, the ITF has been involved in the formulation and re-drafting of the ICAO cabin crew training manual and is committed to doing so.

2.3 Accordingly, ITF has submitted amendments to the existing Doc 7192, *Training Manual* and Part E-1 — *Cabin Attendants' Safety Training Manual*, in close consultation and coordination with its experienced affiliated organizations.

2.4 These amendments take into consideration the changing environment of aviation and the changing requirements on the professional status of cabin crews.

2.5 They cover issues such as:

- a) composition of cabin crew and assignment of duties;
- b) cabin crew at assigned crew stations;

- c) protection of cabin crew during flight;
- d) flight time, flight duty periods and rest periods;
- e) unlawful interference; and
- f) defibrillators.

2.6 Cooperation between ICAO's Flight Safety (FLS) Section (Licensing and Operations) and the ITF is taking place electronically and does not pose any financial burden on resources. During such communication, assessments of above-mentioned issues continue in a very professional manner. The working atmosphere is good and ongoing, and the development has now reached a mature status which gives confidence that work will continue to bear fruit.

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