

SAFETY INFORMATION COMMUNICATION (SIC)

No. 5



Operations Division

Subject: Guidance for operators of aircraft where one cabin crew member is, or could become, responsible for a pair of exits.

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1. INTRODUCTION

NTSB Recommendation A-92-71 identified a concern relating to cabin crew Recurrent Training for exit operation. Some Recurrent Training programmes do not require cabin crew to practice opening more than one exit during drills. The NTSB is concerned that usable exits will not be opened during an evacuation because the cabin crew had not been trained to open more than one exit.

2. SCOPE

- 2.1 A number of public transport operators now operate aeroplanes where some cabin crew are required to operate two exits in the event of an evacuation.
- 2.2 Incapacitation of a member of cabin crew could result in the number of cabin crew on board being reduced and result in a change of procedures regarding exit operation.
- 2.3 Cabin crew may not immediately be aware of the need to operate both exits if this has not been practised in training.
- 2.4 As a result, corrective actions have been identified to ensure that cabin crew are adequately trained.

3. CORRECTIVE ACTIONS

- 3.1 Revision of the Cabin Crew Safety and Emergency Procedures Manual to include normal and emergency procedures to be followed when a cabin crew member is, or could be, responsible for a pair of exits.
- 3.2 Revision of the Cabin Crew Training Manual to include training requirements for both normal and emergency procedures when a cabin crew member is, or could be, responsible for a pair of exits.
- 3.3 Revision of the Cabin Crew Training Manual to include training requirements for practical exit training to ensure that both exits are included.

4. REFERENCE DOCUMENTATION

- NTSB Recommendation A-92-71.