

**GOVERNMENT OF INDIA  
OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION  
AIRSAFETY DIRECTORATE  
CABIN SAFETY DIVISION  
F. No. AV/15011/3/2008 - AS  
CABIN SAFETY CIRCULAR NO. 3 of 2010**

Dated 9<sup>th</sup> July, 2010

Subject: **CAR Section 7 Series M Part I – Clarification for implementation**

There have been few representations from various organizations seeking clarifications on certain Para in the above-mentioned CAR. The clarifications on the issues raised are as follows -

<b>S.No.</b>	<b>CAR Reference</b>	<b>Question</b>	<b>Clarification</b>
1.	Para 4.4 SEP INSTRUCTOR Sub-point (3)	How to conduct SEP training for cabin crew on aircraft with a seating capacity of 10 or less?	For aircrafts with seating capacity of 10 or less; an approved DGCA SEP Instructor may be authorized by DGCA to undertake SEP Training for such aircraft types after the instructor has done familiarization (with the pilot/AME) on the type if no manufacturer course is available for the same.
2.	Para 5.0 CABIN CREW MANUALS	Dates of implementation of manuals and SEP card as per the format/template?	<ul style="list-style-type: none"> <li>• Training Manual on or before 15<sup>th</sup> December 2010.</li> <li>• QRH on or before 15<sup>th</sup> December 2010.</li> <li>• SEP Manual on or before 15<sup>th</sup> April 2011.</li> <li>• SEP card on or before 15<sup>th</sup> December 2010.</li> </ul>

<p>3.</p>	<p>TABLE 6.0 Sub-point (8): PRACTICAL TRAINING [Reference Appendix A Para A-4.3: Drills]</p>	<p>Clarity on compliance of Practical Training on</p> <ul style="list-style-type: none"> <li>• Door Operation on Emergency Mode (as no facility has aircraft environment duplication);</li>   <li>• Slide Drill Requirement for cabin crew trained on more than 01 type of aircraft.</li> </ul>	<p>Door Operation on Emergency Mode:</p> <ul style="list-style-type: none"> <li>– Initial Training shall incorporate such training on or before 15<sup>th</sup> March 2014 and Recurrent Training shall incorporate such training on or before 15<sup>th</sup> March 2016.</li> <li>– Training on one type of door in emergency mode would be sufficient to show the compliance and till such time: Approved video presentations, depicting the emergency mode operation may be indicated as acceptable alternative.</li> </ul> <p>Slide Drill:</p> <ul style="list-style-type: none"> <li>• During the recurrent slide drill wherein a Cabin crew is qualified on more than 1 type of aircraft the training performed on the exit with the maximum sill height on which cabin crew is approved shall be sufficient for the</li> </ul>
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		<ul style="list-style-type: none"> <li>• Fire Drill: Each cabin crew member extinguishing a fire characteristic of an aircraft interior fire</li> </ul>	<p>compliance. Initial/Recurrent Training shall incorporate such training on or before 15<sup>th</sup> March 2013.</p>
4.	Para 14.4 CABIN CREW CRM INSTRUCTORS	How can we get our CRM instructors approved? What about existing CRM instructors?	All existing Cabin Crew CRM instructors approved by the operator shall undergo Differences Training to meet the requirement of Para 14.4.2 and Para 8 of the CAR. For new CRM Instructors DGCA will advise for a Training Facility.
5.	Appendix A Para 4.3 DRILLS	How can we count the validity of drills?	The three year period for the recurrent drills for the existing cabin crew will be counted from the last drill date; for e.g. if any crew has done their drills in 20 <sup>th</sup> April 2008, they shall be due on or before 19 <sup>th</sup> April 2011.
6.	Table 9.0 Para 9.2.1 INFLIGHT PROFICIENCY CHECK	Will Cabin crew be part of crew compliment?	For the purpose of in-flight checks the cabin crew undergoing check shall be a part of the minimum crew required for that flight and the Check Crew/Instructor conducting the check may not be a part of the minimum crew for that flight. However, for Familiarization/ refamiliarization flight the crew under training <b>shall not</b> be a part of

			<p>minimum crew requirements for the flight.</p> <p>The ratio of Check crew / Instructor conducting cabin crew checks on a single sector shall depend upon the flight time :</p> <ul style="list-style-type: none"> <li>• Up to 1 hour of flight time 1:1</li> <li>• Up to 4 hours of flight time 1:2 and;</li> <li>• More than 4 hours of flight time 1:6</li> </ul>
7.	<p>Para 4.2 CABIN CREW INCHARGE</p>	<p>Time limit for compliance of Para 4.2</p> <p>What about existing CCICs (people who got promoted before 15<sup>th</sup> March 2010)?</p>	<ul style="list-style-type: none"> <li>• The compliance with Para 4.2 shall be demonstrated on or before 15<sup>th</sup> August 2011.</li> <li>• Existing CCIC/Lead/SCA/ FM/ any such designation wherein a cabin crew is designated by the operator to undertake such duties as specified in Para 3.3, on a continuous basis, are required to undergo Training as per the syllabus in table 7.0</li> <li>• If an operator has a procedure of CCIC Training defined in the Operations/Traini</li> </ul>

			<p>ng Manual then a differences training on aspects not covered as per table 7.0 may be conducted.</p> <ul style="list-style-type: none"> <li>List of all the cabin crew designated as Cabin Crew Incharge before 15<sup>th</sup> March, 2010 shall be submitted along with a plan to conduct their training.</li> </ul>
8.	Para 14.7 ANNUAL REFRESHER	Who shall conduct refresher courses for CRM and SEP instructors?	All instructors are approved to conduct instructor refresher however, exam will be conducted by the Nodal Officer.
9.	Para 13.2 CLASSROOM REQUIREMENT	The requirement of 1.5 sq m is too high. Please consider reducing it to 1sq m, especially in Mumbai. What shall be the time given to implement new classrooms?	The classroom area calculated using the criteria represents the total classroom area including lecture delivery area and other teaching aids.
10.	Para 4.1.2 MEDICAL STANDARDS	What are the medical standards prescribed for cabin crew? What is the cutoff date for implementation of medical standards for existing crew?	Operator shall continue to carry out the medical examination as per there Company Standards. Process for existing crew shall be completed within 1 year from date of issue of the CAR and subsequent medical shall be as per the CAR. Medical Standards will be issued by 30 <sup>th</sup> March 2011.

11.	Para 9.4 UNSATISFACTORY PERFORMANCE Sub-point (3)	For failures in assessment other than mentioned in Sub-point (1) & (2).
12.	Appendix – A CABIN CREW COURSE STRUCTURE Para A-1.0 Initial Training Sub-point (4) Medical Aspects & First Aid	Point (f) referring to cabin crew training on the use of emergency medical equipments includes training on Automated External Defibrillators.

**For all the above issues all operators shall submit an Action Plan to show compliance within the stipulated time period provided as above. The stage wise action plan shall be submitted on or before 30<sup>th</sup> September 2010.**

(Bir Singh Rai)  
Director Air safety  
For Director General of Civil Aviation

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