



CHAPTER 10

CABIN CREW

10.1 ASSIGNMENT OF EMERGENCY DUTIES

An operator shall establish, to the satisfaction of the DG, CAAN, the minimum number of cabin crew required for each type of helicopter, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the helicopter, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of helicopter.

10.2 PROTECTION OF CABIN CREW DURING FLIGHT

Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.

Note.— The foregoing does not preclude the pilot-in-command from directing the fastening of the seat belt only, at times other than during take-off and landing.

10.3 TRAINING

10.3.1 An operator shall establish and maintain a training programme, approved by the DG, CAAN, to be completed by all persons before being assigned as a cabin crew member.

10.3.2 Cabin crew members shall complete a recurrent training programme annually.

10.3.3 These training programmes shall ensure that each person is:

- a) competent to execute those safety duties and functions that the cabin attendant is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;
- b) 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;
- c) when serving on helicopters operated above 3 000 m (10 000 ft), knowledgeable as regards the effect of lack of oxygen and, in the case of pressurized helicopters, as regards physiological phenomena accompanying a loss of pressurization;



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- d) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the cabin crew member's own duties;
- e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin and has completed the Dangerous Goods training program required by the Dangerous Goods Handling Requirements (CAAN); and
- f) knowledgeable about human performance as related to passenger cabin safety duties including flight crew-cabin crew coordination.

Note 1.— Requirements for the training of cabin crew members in the transport of dangerous goods are included in the Dangerous Goods Training Programme contained in Annex 18 — The Safe Transport of Dangerous Goods by Air and the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284).

Note 2.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Human Factors Training Manual (Doc 9683).

10.4 FLIGHT TIME, FLIGHT DUTY PERIODS AND REST PERIODS

10.4.1 Cabin Crew shall not fly more than:

- a) 100 hours within the last thirty consecutive days
- b) 290 hours within the last consecutive 90 days
- c) 1000 hours in one year.
- d) The maximum duty period in any period of 24 hours for cabin crew engaged in helicopter operations shall be 12 hours of which not more than 9 hours may be flight duty period.

10.4.2 The definition of flight duty period is intended to cover a continuous period of duty that always includes a flight or series of flights for a cabin crew member. It is meant to include all duties a crew member may be required to carry out from the moment he or she reports for duty until he or she completes the flight or series of flights and the aeroplane finally comes to rest and the engines are shut down. It is considered necessary that a flight duty period should be subject to limitations because a crew member's activities over extended periods would eventually induce fatigue — transient or cumulative — which could adversely affect the safety of a flight.

10.4.3 A flight duty period does not include the period of travelling time from home to the point of reporting for duty. It is the responsibility of the cabin crew member to report for duty in an adequately rested condition.

10.4.4 Time spent positioning at the behest of the operator is part of a flight duty period when this time immediately precedes (i.e., without an intervening rest period) a flight duty period in which that person participates as a cabin crew member.



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- 10.4.5 An operator shall recognize the responsibility of a cabin crew member to refuse further flight duty when suffering from fatigue of such a nature as to adversely affect the safety of flight.
- 10.4.6 The operator shall nominate a home base for each cabin crew member, from where the cabin crew member will normally start and end a duty period or a series of duty periods. The home base shall be assigned with a degree of permanence.
- 10.4.7 The minimum Rest Period between two consecutive Flight Duty Periods shall be 9 hours, and if the preceding Flight Duty Period was 10 hours or more, it shall not be less than 11 hours. Any period between two consecutive Flight Duty Periods which is spent at place where there is no facility for supine rest shall not qualify as a Rest Period.
- 10.4.8 a) A pilot-in-command of an aircraft may be authorized to exceed the limits specified in this directive if in his judgement it is safe to do so for the following purposes:
- i) search and rescue action;
 - ii) provisions of relief in cases of distress; and
 - iii) completion of a flight where unforeseen operational conditions has extended beyond the limitations.
- b) Whenever flight times or duty periods exceed the limitations specified, the pilot-in-command and the operator shall submit a report in writing to the Director General.
- c) Reduction of the rest periods specified in this directive to facilitate search and rescue action or for provision of relief in cases of emergency or distress, shall be subject to the prior approval of the Director General.
- 10.4.9 An operator shall establish for flight crew members, a minimum rest period that allows them to obtain:
- a) adequate rest prior to flight duty time, calculated by taking into account the number and type of flight crew member duties that precede and follow the rest period and ;
 - b) at least one rest period of not less than 24 consecutive hours, which should include two nights, once within each seven day period.
 - c) the minimum rest period immediately before commencing a Flight Duty Period may not be less than 9 hours.