

Annex I to Decision 2016/004/R

'AMC and GM to Part ORO — Issue 2, Amendment 6'

The Annex to Decision 2014/017/R is hereby amended as follows:

The text of the amendment is arranged to show deleted, new or amended text as shown below:

1. deleted text is marked with ~~strike-through~~;
2. new or amended text is highlighted in **grey**; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

1. AMC1 ORO.CC.125(d) has been amended as follows:

AMC1 ORO.CC.125(d) Aircraft type specific training and operator conversion training

TRAINING PROGRAMME – OPERATOR CONVERSION TRAINING

The following training elements should be covered as relevant to the aircraft type and the related operator's specifics:

- (a) Description of the cabin configuration

The description should cover all elements specific to the operator's cabin configuration and any differences with those previously covered in accordance with AMC1 ORO.CC.125(c), including:

- (1) required and additional cabin crew stations — location (including direct view), restraint systems, control panels;
- (2) passenger seats — general presentation and associated operator's specific features and equipment;
- (3) designated stowage areas;
- (4) lavatories — operator's specific features, equipment and systems additional to the aircraft type specific elements;
- (5) galley — location, appliances, water and waste system, including shut-off, sinks, drains, stowage, control panels, calls and signs;

and where applicable:

- (6) crew rest areas — location, systems, controls, safety and emergency equipment;
- (7) cabin dividers, curtains, partitions;
- (8) lift location, use, controls;
- (9) stowage for the containment of waste; and

(10) passenger hand rail system or alternative means.

(b) Safety and emergency equipment

Each cabin crew member should receive realistic training on and demonstration of the location and use of all safety and emergency equipment carried including:

- (1) life-jackets, infant life-jackets and flotation devices;
- (2) first-aid and drop-out oxygen, including supplementary systems;
- (3) fire extinguishers and protective breathing equipment (PBE);
- (4) crash axe or crowbar;
- (5) emergency lights including torches;
- (6) communication equipment, including megaphones;
- (7) slide-rafts and life-rafts' survival packs and their contents;
- (8) pyrotechnics (actual or representative devices);
- (9) first-aid kits, emergency medical kits and their contents; and
- (10) other portable safety and emergency equipment, where applicable.

(c) Normal and emergency procedures

Each cabin crew member should be trained on the operator's normal and emergency procedures as applicable, with emphasis on the following:

- (1) passenger briefing, safety demonstration and cabin surveillance;
- (2) severe air turbulence;
- (3) non-pressurisation, slow and sudden decompression, including the donning of portable oxygen equipment by each cabin crew member; and
- (4) other in-flight emergencies; and
- (5) carriage of special categories of passengers (SCPs).

(d) Passenger handling and crowd control

Training should be provided on the practical aspects of passenger preparation and handling, as well as crowd control, in various emergency situations as applicable to the operator's specific aircraft cabin configuration, and should cover the following:

- (1) communications between flight crew and cabin crew and use of all communications equipment, including the difficulties of coordination in a smoke-filled environment;
- (2) verbal commands;
- (3) the physical contact that may be needed to encourage people out of a door/exit and onto a slide;
- (4) redirection of passengers away from unusable doors/exits;
- (5) marshalling of passengers away from the aircraft;
- (6) evacuation of special categories of passengers with emphasis on passengers with disabilities or reduced mobility; and

- (7) authority and leadership.
- (e) Fire and smoke training
 - (1) Each cabin crew member should receive realistic and practical training in the use of all fire-fighting equipment including protective clothing representative of that carried in the aircraft.
 - (2) Each cabin crew member should:
 - (i) extinguish an actual fire characteristic of an aircraft interior fire except that, in the case of halon extinguishers, an alternative extinguishing agent may be used; and
 - (ii) exercise the donning and use of PBE in an enclosed simulated smoke-filled environment with particular emphasis on identifying the actual source of fire and smoke.
- (f) Evacuation procedures

Training should include all the operator's procedures that are applicable to planned or unplanned evacuations on land and water. It should also include, where relevant, the additional actions required from cabin crew members responsible for a pair of doors/exits and the recognition of when doors/exits are unusable or when evacuation equipment is unserviceable.
- (g) Pilot incapacitation procedures

Unless the minimum flight crew is more than two, each cabin crew member should be trained in the procedure for pilot incapacitation. Training in the use of flight crew checklists, where required by the operator's standard operating procedures (SOPs), should be conducted by a practical demonstration.
- (h) Crew resource management
 - (1) Each cabin crew member should complete the operator's CRM training covering the applicable training elements to the level specified in the relevant column of Table 1 of AMC1 ORO.CC.115(e).
 - (2) When a cabin crew member undertakes the operator's conversion training on an aircraft type, the applicable training elements specified in Table 1 of AMC1 ORO.CC.115(e) should be covered to the level specified in column 'Operator's aircraft type conversion training'.
 - (3) The operator's CRM training and CRM training covered during operator aircraft type conversion training should be conducted by at least one cabin crew CRM instructor.

2. Subparagraph (b)(3) is added to AMC1 ORO.CC.140 as follows:

AMC1 ORO.CC.140 Recurrent training

TRAINING PROGRAMMES

- (a) Elements of the annual recurrent training programme
 - (1) Training on the location and handling of safety and emergency equipment should include all relevant oxygen systems, and any equipment such as defibrillators if carried on board.
 - (2) Training on emergency procedures should cover pilot incapacitation procedures and crowd control techniques.
 - (3) CRM training should satisfy the following:
 - (i) the applicable training elements specified in Table 1 of AMC1 ORO.CC.115(e) should be covered within a 3-year cycle to the level required by Column 'Annual Recurrent Training';

- (ii) the definition and implementation of the programme should be managed by a cabin crew CRM instructor; and
- (iii) when CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor.

(b) Additional triennial elements of recurrent training programme

- (1) Training on the operation of normal and emergency doors/exits should cover failure of power assist systems where fitted. This should include the actions and forces required to operate and deploy evacuation slides, and additional training when relevant for cabin crew members responsible for a pair of doors/exits.
- (2) Training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft should include individual practice by each cabin crew member to extinguish a fire characteristic of an aircraft interior fire except that, in the case of halon extinguishers, an alternative extinguishing agent may be used. Training should place particular emphasis on identifying the actual source of fire or smoke.
- (3) Training on normal and emergency procedures for special categories of passengers (SCPs) should cover the specific procedures established by the operator for the carriage of SCPs. The operator may determine that such training is to be completed at shorter intervals, taking into account the route structure, passenger profiles, aircraft types operated, seasonal demands and operations.