

## 222. AIR CARRIER OPERATIONS BULLETIN NO. 1-94-21

### CREWMEMBER TRAINING FOR EMERGENCY EVACUATION DEMONSTRATIONS

(NTSB SAFETY RECOMMENDATION A-92-72 and formerly Air Carrier Operations Bulletin No. 1-76-21).

- a. There has been a lot of discussion regarding the training of crewmembers used in emergency evacuation demonstrations and the definition of the meaning of “regularly scheduled line crew” as used in Section 25.803(c)(7)(i) of the Federal Aviation Regulations (FAR). The term “regularly scheduled line crew” is not defined in the Federal Aviation Regulations, nor do the FAR’s prescribe prerequisites or qualifications for such persons. However, the Federal Aviation Administration’s (FAA) safety policy regarding persons to be used as “regularly scheduled line crew” to perform an actual emergency evacuation demonstration of an airplane’s maximum seating capacity in accordance with FAR Section 25.803(c) for compliance with FAR Section 121.291 follows.
- b. The training provided to crewmembers by the aircraft manufacturer in preparation for an emergency evacuation demonstration conducted in accordance with FAR Section 25.803 for compliance with FAR Section 121.291(a)(1) will be considered the “baseline” training against which all certificate holders’ emergency evacuation training must be compared for flight attendants who will serve in that aircraft thereafter. A complete description of this “baseline” training will be included as a portion of the Flight Standardization Board (FSB) report for any aircraft affected. If extensive training exceeding the proposed “baseline” training is required, or provided, for successful conduct of a demonstration, this information, including a description of the additional training will be added to the FSB report. This additional information or training must then be added to the training program of all certificate holders using that demonstration for compliance with FAR Section 121.291(a)(1). For example, if crewmembers are drilled ten times on opening a particular door during training for that demonstration, then training for crewmembers who are qualifying on that airplane must also include opening the door ten times.
- c. If the demonstration is not successful and crew procedures are changed in order to successfully conduct a repeat demonstration, the changes in procedures should be fully documented and described in the Emergency Evacuation Report, FAA Form 8430-1. This information should be included in the FSB report.
- d. The crew should be trained in specific duties related to an emergency evacuation in accordance with the FAA-approved training program (for the FAR Section 25.803 evacuation demonstration purposes). This training program need not be a complete crewmember training program but should be similar in content and duration to the emergency evacuation portion of training programs approved under Part 121 of the FAR

and FAA-approved, for evacuation demonstration purposes, prior to the demonstration (reference FAR Section 25.803(c)(19)).

- e. If the crew to be used for the demonstration has been previously trained under an operator's FAA-approved program, additional training may be given when the make, model, and series airplane to be demonstrated differs from the one used by that operator. Crewmembers shall receive training on exit operation for the model of airplane; however, the crew should not be trained specifically in the conduct of a demonstration, or assigned duties not normally associated with an approved FAR Part 121 crewmember training program. This training should be similar in content and duration to the training received by a flight attendant when an operator adds a new model airplane to its operating certificate.
- f. Crewmembers selected for the demonstration should be persons who serve in air transportation operations on a regular basis and should not be instructors, supervisory personnel, worker organization safety representatives, or anyone else expected to have knowledge above that of an average crewmember, with respect to evacuation demonstrations.
- g. Principal operations inspectors (POI) are to ensure that the certificate holders to which they are assigned are aware of these Flight Standards Service policies. POI's should ensure that crewmember training programs and actual training reflect these policies.