



Annex 6, Part III
Eighth Edition
Corrigendum No. 1
(English, Arabic, Chinese,
French, Russian, Spanish)
22/2/17

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

OPERATION OF AIRCRAFT

**ANNEX 6
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

**PART III
INTERNATIONAL OPERATIONS — HELICOPTERS**

EIGHTH EDITION — JULY 2016

CORRIGENDUM NO. 1

1. Please replace existing page II-10-2 by the attached new page bearing the notation “Corr. 1”.
2. Record the entry of this corrigendum on page (iii).

CHAPTER 10. CABIN CREW

10.1 ASSIGNMENT OF EMERGENCY DUTIES

The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of helicopter, based on seating capacity or the number of passengers carried, which shall not be less than the minimum number established during certification, 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

The operator shall establish and maintain a training programme, approved by the State of the Operator, to be completed by all persons before being assigned as a cabin crew member. Cabin crew members shall complete a recurrent training programme annually. 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;
- 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
- 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 Cabin Crew Safety Training Manual (Doc 10002).

10.4 FLIGHT TIME, FLIGHT DUTY PERIODS AND REST PERIODS

The State of the Operator shall establish regulations specifying the limits applicable to flight time, flight duty periods and rest periods for cabin crew.

Note.— Guidance on the establishment of limitations is given in Attachment A.