

Here's a **summary of the Cabin Safety Regulations Overview session**:

Presenter

Julie (CASA Team Leader for Cabin Safety)

- 26+ years in aviation regulation; instrumental in drafting and implementing cabin safety legislation.
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Purpose

- Clarify **industry confusion** around new flight operations regulations introduced in **Dec 2021**.
 - Support efficient CASA interactions and safe outcomes for crew and passengers.
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Key Points

1. Significant (SIG) Changes

- Introduced under new regs; **high-risk changes require CASA approval**.
- Examples:
 - Adding new aircraft types.
 - Increasing cabin crew type limit beyond **three** (requires approval).
- Non-SIG changes: operator assesses safety impact but must notify CASA.

2. Change Management

- Mandatory regulatory process for assessing hazards and safety impacts.
- CASA provides advisory material for guidance.

3. Cabin Crew Aircraft Type Limit

- Max **three types** per crew member; fourth type allowed only with CASA approval.
- Cabin crew "type" differs from pilot licensing; based on exits and safety equipment differences.

4. Instructor Approvals

- CASA approval required for **Training & Checking (TC) instructors**.

- Senior instructors no longer receive formal CASA approval but must be verified by CASA when assessing others.
- CASA plans to amend AMC (Acceptable Means of Compliance) for clearer guidance.

5. Alternate Means of Compliance (AMOC)

- Allows innovative training/checking methods if they meet or exceed safety standards.
- Requires **comprehensive safety assessment** and CASA approval.
- Example: spreading 3-year recurrent training across annual cycles.

6. Minimum Cabin Crew Numbers

- Now based on **seats fitted**, not passengers (aligned with global standards).
- Ratio: **1 crew per 50 seats** (single aisle).
- Infants currently **not included** in calculation, but CASA may review.

7. Evacuation Demonstrations

- Required for:
 - New operator start-up.
 - New aircraft type.
 - Changes affecting evacuation capability (e.g., reduced crew, exit changes).
- Approval possible to **waive demo** if changes are minor and procedures unchanged.

8. Operating Below Minimum Crew (121.670)

- Permitted only under exceptional circumstances (e.g., crew incapacitation down route).
- Conditions:
 - Must maintain **1:50 ratio** (may require offloading passengers).
 - Senior crew member required (can act-up if trained).
 - Must report each occurrence to CASA.

9. Guidance Material

- AMC and GM documents explain intent of regs; not mandatory but strongly recommended.
- CASA emphasizes **outcome-based legislation** for flexibility and future-proofing.










Takeaways

- **Plan ahead:** CASA approvals can take time; factor into change management.
- **Thorough applications** and early discussions with CASA speed up processes.
- Use **guidance material** for clarity on regulatory intent.

- Safety Management System (SMS) remains central: operators must assess hazards even if not explicitly stated in regs.

CABIN SAFETY REGULATIONS OVERVIEW

Key points of updated flight operations regulations introduced in Dec 2021

 <p>SIGNIFICANT (SIG) CHANGES For high-risk changes like: adding new aircraft types</p>	 <p>CHANGE MANAGEMENT Regulatory process for assessing hazard and safety impact</p>
 <p>CABIN CREW AIRCRAFT TYPE LIMIT No more than three per crew member, for fourth type require</p>	 <p>INSTRUCTOR APPROVALS Training & Checking instructors need approval CASA</p>
 <p>ALTERNATE MEANS OF COMPLIANCE Approval needed for innovative methods that meet safety standards</p>	 <p>MINIMUM CABIN CREW NUMBERS 1:50 ratio – based on seats fitted</p>
 <p>EVACUATION DEMONSTRATIONS Required for new operators, aircraft, or major changes</p>	 <p>OPERATING BELOW MINIMUM CREW Permitted only under exceptional circumstances</p>
 <p>GUIDANCE MATERIAL AMC and GM documents clarify regulatory intent</p>	