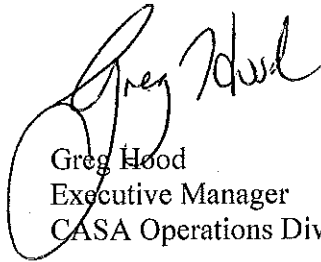




**Australian Government**  
**Civil Aviation Safety Authority**

Instrument number CASA 41/11

I, GREGORY JAMES HOOD, Executive Manager, CASA Operations Division, a delegate of CASA, make this instrument under regulation 208 of the *Civil Aviation Regulations 1988*.



Greg Hood  
Executive Manager  
CASA Operations Division

16 March 2011

**Direction — number of cabin attendants for Airbus A320 aircraft**

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**1 Duration**

This instrument:

- (a) commences on the day after it is registered; and
- (b) stops having effect at the end of June 2011.

**2 Application**

This instrument applies to the aircraft mentioned in section 3 that is:

- (a) operated by Skywest Airlines (Australia) Pty Ltd, Aviation Reference Number 075986 (the *operator*); and
- (b) engaged in regular public transport or charter operations.

**3 Direction**

In spite of subparagraph 6.1 (b) of Civil Aviation Order 20.16.3 (*CAO 20.16.3*), the operator may operate an Australian registered A320-200 series aircraft that provides for a maximum seating capacity of 162 passengers if there is 1 cabin attendant for every 50 passenger seats or part of that number.

*Note* CAO 20.16.3 applies in all other respects to an aircraft referred to in this section.

**4 Conditions**

The direction is subject to the conditions mentioned in Schedule 1.

**Schedule 1 Conditions**

- 1 Only physically competent (able-bodied) persons may occupy seats in the overwing emergency exit rows.

- 2 During the aircraft take-off, landing operation and in prepared emergencies, each overwing exit row must be occupied by a minimum of 2 able-bodied persons.
  - 3 If less than 8 able-bodied persons are available to occupy the overwing emergency exit rows, the operator must ensure that after compliance with the weight and balance loading requirements, the emergency exit rows are occupied in the following sequence:
    - (a) row 11, seats A and G;
    - (b) row 12, seats A and G;
    - (c) row 11, seats C and E;
    - (d) row 12, seats C and E.
  - 4 All passengers seated in the overwing emergency exit rows must receive and respond to a briefing which instructs them in the opening of overwing emergency exits and subsequent actions required in the event of an emergency.
  - 5 The operator must ensure that the aircraft can be evacuated in 90 seconds.
  - 6 Arrangements for the seating and briefing of passengers must be in accordance with procedures set out in the operator's operations manual and acceptable to CASA.
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## **Explanatory Statement**

### **Civil Aviation Regulations 1988**

#### **Direction — number of cabin attendants for Airbus A320 aircraft**

##### **Legislation**

Subsection 98 (1) of the *Civil Aviation Act 1988* (the *Act*) provides that the Governor-General may make regulations for the Act and in the interests of the safety of air navigation.

Under regulation 208 of the *Civil Aviation Regulations 1988* (*CAR 1988*), CASA may give directions as to the operating crew required to be carried on an aircraft having regard to the safety of air navigation. Subparagraph 6.1 (b) of Civil Aviation Order 20.16.3 (*CAO 20.16.3*) was made under regulation 208 and provides, among other things, that aircraft carrying more than 36 and not more than 216 passengers must carry a cabin attendant for each unit of 36 passengers or part of that number.

CAO 20.16.3 has remained in the same form since 1960 and as such represents a 51 year gap since a reassessment of cabin attendant numbers against a criterion of allowable seating rather than passenger numbers. CASA recognises the Republic of France as a country whose regulations are recognised for aircraft type acceptance.

Airbus certification of the aircraft relates to the design of the floor plan and the seating configuration in relation to the location of exits. CASA does not call for a re-evaluation of the aircraft design; instead, CASA accepts the design criterion. CASA does require operators to demonstrate the safety procedures that are specific to the operator, which are evaluated, thus there is a distinction between the certification criterion and an operator-imposed safety procedure which may, or may not, enhance the evacuation of the aircraft in an emergency evacuation. CASA has increased passenger awareness and capability for passengers seated at self-help exit rows in a manner equivalent to, or better than, that achieved when the Airbus A320 satisfied the Joint Aviation Authorities (Europe), now European Aviation Safety Agency, standards.

CASA is satisfied that the evacuation of a full complement of passengers for the Airbus A320 aircraft is able to be achieved in a time of 90 seconds. CASA is satisfied that the evacuation procedures adopted by the operator to support their application to operate with the certification criterion of 4 cabin attendants to a maximum of 162 passenger seats fitted to the aircraft have been demonstrated successfully. The maximum permitted time of 90 seconds is set out as a condition in Schedule 1 of the instrument.

The other conditions include a requirement that the briefing of passengers in self-help exit rows must be as approved by CASA and in the manner set out in the operator's operations manual, as well as the requirement that the evacuation must be completed in not more than 90 seconds.

##### **Legislative Instruments Act**

Under subparagraph 6 (d) (i) of the *Legislative Instrument Act 2003* (the *LIA*), an instrument is a legislative instrument for section 5 of the LIA if it is declared to be a disallowable instrument under legislation in force before the commencement of the LIA. Under regulation 5A of CAR 1988, if CASA has issued a Civil Aviation Order (*CAO*), and CASA later issues a direction that affects the operation of the CAO, the later document is declared to be a disallowable instrument. The instrument affects the operation

of subparagraph 6.1 (b) of CAO 20.16.3. As a legislative instrument, it is subject to tabling and disallowance in the Parliament under sections 38 and 42 of the LIA.

### **Consultation**

CASA has consulted both internally and with the operator on the proposal. The consultation process was brought to a conclusion with CASA and the operator signing a document outlining agreements and undertakings. The instrument is similar to other instruments issued to other operators. In those instruments the proposed change was also referred to the Office of Transport Security which has expressed no concerns.

### **Senate Regulations and Ordinances Committee concerns**

This direction provides for the particular operator to meet a new standard for cabin crew numbers. The new standard differs from that currently promulgated in CAO 20.16.3 but it is considered to be a safe standard, consistent with international safety standards and practice.

The direction is one of a number of such instruments issued to, or renewed for, several operators pending CASA's development of considered amendments to bring CAO 20.16.3 into line with new internationally recognised standards for cabin crew ratios (at least 1 cabin crew attendant for every 50 passenger seats, and 1 attendant for any incomplete part of that number).

The development and preparation of suitable CAO amendments is a more intensive and involved process than the evaluation and consideration of directions for a particular named operator. While such evaluation and consideration for an individual operator is itself detailed, and guided by the requirements of safety and prudence, it has not required extensive consultation with the broader industry.

Pending the finalisation of the project team's work on the CAO, it is essentially unavoidable that CASA will issue or renew individual directions to operators on the same basis as has previously been done. The instrument will only be in force for a limited period pending finalisation of the project team's work on the CAO.

The instrument commences on the day after it is registered and stops having effect at the end of June 2011.

The direction has been issued by a delegate of CASA under subregulation 7 (1) of CAR 1988.

[Instrument number CASA 41/11]