

# Advisory Circular

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## GUIDANCE ON CREW REQUIREMENTS FOR ANR-121 OPERATIONS

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### GENERAL

Advisory Circulars (ACs) are issued by the Director-General of Civil Aviation (DGCA) from time to time to provide practical guidance or certainty in respect of the statutory requirements for aviation safety. ACs contain information about standards, practices and procedures acceptable to CAAS. An AC may be used, in accordance with section 3C of the Air Navigation Act (Cap. 6) (ANA), to demonstrate compliance with a statutory requirement. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.

### PURPOSE

This AC provides guidance to demonstrate compliance with, and information related to, crew requirements for operations under ANR-121.

### APPLICABILITY

This AC is applicable for the AOC holder operating in accordance with ANR-121.

### RELATED REGULATIONS

This AC relates specifically to Division 8 in Part 2 of ANR-121.

### RELATED ADVISORY CIRCULARS

- AC 121-8-2 Cabin safety for Airbus A380 Operations

### CANCELLATION

This is the first AC issued on the subject.

### EFFECTIVE DATE

This AC is effective from 1 October 2018.

### OTHER REFERENCES

Nil.

**GUIDANCE 121REG138      GUIDANCE FOR REGULATION 138 OF ANR-121 –  
COMPOSITION OF CABIN CREW**

- 1      The intent of Regulation 138(5) of ANR-121 is to avoid a situation of having a set of cabin crew comprising mostly of crew members who have very little experience as a cabin crew or crew members who are experienced cabin crew but with little operating experience specific to a particular aircraft type. Therefore, the AOC holder should implement rostering procedures that take into account the experience of each cabin crew member and also experience specific to each aircraft type to ensure that there is a good spread of experienced cabin crew members on all flights.
  
- 2      For the purpose of Regulation 138(6) of ANR-121, before assigning a person with duties as a cabin crew member, the AOC holder should determine that the person is medically fit through medical examination or assessment. to discharge the duties specified in the operations manual The operator must ensure that cabin crew members remain medically fit to discharge such duties.
  
- 3      The initial medical examination or assessment, and any re-assessment, of cabin crew members should be conducted by, or under the supervision of, a medical practitioner acceptable to the CAAS. The AOC holder should maintain a medical record for each person that the AOC holder assigns duty as a cabin crew member.
  
- 4      The following medical requirements are applicable to cabin crew members:
  - (a)      good general health;
  - (b)      freedom from any physical or mental illness which might lead to incapacitation or inability to perform their assigned safety duties;
  - (c)      normal cardiorespiratory function;
  - (d)      normal centre nervous system;
  - (e)      adequate visual acuity - 6/9 with or without glasses and free from severe colour blindness which may interferes with the recognition of colour coded cabin signs;
  - (f)      adequate hearing;
  - (g)      normal weight (i.e. ability to move comfortably down the aisle, single file, facing forward and to be able to exit from the smallest secondary cabin emergency exit);
  - (h)      normal function of ear, nose and throat; and
  - (l)      normal height (i.e. able to stand in the aircraft, reach safety equipment and open and close overhead bins).

Note: The AOC holder should also refer to AC 121-8-2 for additional guidance of operating an Airbus A380 aircraft.

**GUIDANCE 121REG139      GUIDANCE FOR REGULATION 139 OF ANR-121 – CABIN CREW DUTY ASSIGNMENT**

- 1      The crew-in-charge (CIC), referred to in Regulation 139(2) of ANR-121, unless otherwise approved by the DGCA, should have at least one year of experience as an operating cabin crew member with the AOC holder. This is to ensure that the crew-in-charge is familiar with the processes of the AOC holder.
- 2      In the case of a newly approved AOC holder, the CAAS may consider alternative arrangements by the AOC holder for the assignment of the crew-in-charge. The newly approved AOC holder should demonstrate to the CAAS that the candidate crew-in-charge is knowledgeable of the AOC holder's procedures and is capable of the duties as a CIC.

Note: The AOC holder should also refer to AC 121-8-2 for additional guidance of operating an Airbus A380 aircraft.

**GUIDANCE 121REG140      GUIDANCE FOR REGULATION 140 OF ANR-121 – CABIN CREW OPERATING LIMITATIONS**

- 1      The DGCA may consider allowing a cabin crew member to operate up to three aircraft types if safety equipment and emergency procedures for the aircraft types are similar. Variants of a particular aircraft type would be considered to be different aircraft types if they are not similar in all of the following aspects:
  - (a)      emergency exit operation;
  - (b)      location and type of safety equipment; and
  - (c)      emergency procedures.
- 2      Other factors taken into consideration by the DGCA to permit cabin crew to operate up to 3 aircraft types would include but not limited to the following:
  - (a)      the cabin crew member has been appropriately trained for the aircraft types; and in the case of a CIC, appropriate training for the role of CIC in the respective aircraft types;
  - (b)      the AOC holder is able to maintain a minimum experience level among cabin crew members comprising the minimum crew complement;
  - (c)      restriction of the number trainee cabin crew carried on all flights.
  - (d)      the cabin crew member is able to maintain his/her recency in accordance with the ANR121 REG141;
  - (e)      the cabin crew member will not be assigned to different aircraft types within the same day except for flight disruptions;
  - (f)      the cabin crew member has reviewed and familiarised himself/herself on the characteristics of the aircraft type to be operated during pre-flight crew briefing e.g. viewing of a video tape.

- 3 The DGCA may allow certain aircraft types (series/variants) to be treated as common fleet for cabin operations and counted as one of the maximum three aircraft types that a cabin crew member may be assigned to operate. The AOC holder should provide supporting justification from the aircraft manufacturer that the second aircraft type (series/variants) is similar to the first aircraft type that the cabin crew member is already operating. The AOC holder should also ensure that the cabin crew member has acquired at least 12 months of operating experience, or otherwise agreed with the DGCA, on the first aircraft type before the crew member is “common-fleeted” with the second aircraft type (series/variants).