

tm

Transport Malta

# Passengers occupying seats with direct access to emergency exits

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# Finding



The over-wing passenger briefing was one of the top 5 Cabin findings issued in 2019.

The reason for the issuance of a number of findings on the over-wing passenger briefing is a result of missing elements from the briefing, inadequate documented procedure and the misuse of the over-wing briefing card.

***The summary of the exit briefing information (card) shall NOT replace the verbal briefing.***

# Passengers occupying seats with direct access to emergency exits

- ▶ Passengers occupying seats with direct access to emergency exits not staffed by cabin crew members should receive an additional briefing on the operation and use of the exit. – **AMC1 CAT.OP.MPA.170 Passenger briefing**
- ▶ For those passengers occupying seats with direct access to emergency exits, the operator should consider providing a separate briefing card, which contains a summary of the exit briefing information. – **GM2 CAT.OP.MPA.170 Passenger briefing**

# CAT.OP.MPA.165

## Passenger seating Regulation

- ▶ The operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they are able to assist and not hinder evacuation of the aircraft.



# AMC1 CAT.OP.MPA.165

## Passenger seating

### AMC1 CAT.OP.MPA.165 Passenger seating

*ED Decision 2017/008/R*

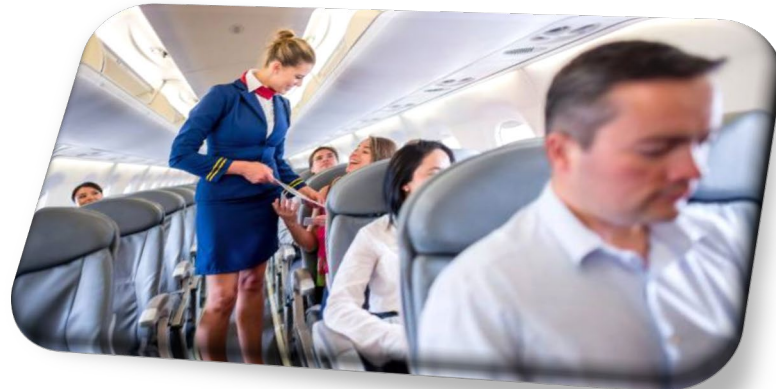
#### **EMERGENCY EXIT SEATING**

The operator should make provisions so that:

- (a) a passenger occupies a seat at least on each side in a seat row with direct access to an emergency exit (not staffed by a cabin crew member) during taxiing, take-off and landing unless this would be impracticable due to a low number of passengers or might negatively impact the mass and balance limitations.
- (b) those passengers who are allocated seats that permit direct access to emergency exits appear to be reasonably fit, strong, and be able and willing to assist the rapid evacuation of the aircraft in an emergency after an appropriate briefing by the crew;
- (c) in all cases, passengers who, because of their condition, might hinder other passengers during an evacuation or who might impede the crew in carrying out their duties, should not be allocated seats that permit direct access to emergency exits. If procedures cannot be reasonably implemented at the time of passenger 'check-in', the operator should establish an alternative procedure which ensures that the correct seat allocations will, in due course, be made.

# AMC1 CAT.OP.MPA.165(b)

- ▶ Passengers who are allocated seats that permit direct access to emergency exits;
  - Appear to be reasonably fit;
  - Strong; and
  - Be able and willing to assist the rapid evacuation of the aircraft.



\*After an appropriate briefing by the Cabin Crew.

# AMC2 CAT.OP.MPA.165

## Passenger seating

### AMC2 CAT.OP.MPA.165 Passenger seating

ED Decision 2014/015/R

#### ACCESS TO EMERGENCY EXITS

The following categories of passengers are among those who should not be allocated to, or directed to, seats that permit direct access to emergency exits:

- (a) passengers suffering from obvious physical or mental disability to the extent that they would have difficulty in moving quickly if asked to do so;
- (b) passengers who are either substantially blind or substantially deaf to the extent that they might not readily assimilate printed or verbal instructions given;
- (c) passengers who because of age or sickness are so frail that they have difficulty in moving quickly;
- (d) passengers who are so obese that they would have difficulty in moving quickly or reaching and passing through the adjacent emergency exit;
- (e) children (whether accompanied or not) and infants;
- (f) deportees, inadmissible passengers or persons in custody; and
- (g) passengers with animals.

# Question for a group exercise



What do you understand by an appropriate briefing for an unstaffed exit row?



# Exercise

- ▶ In groups list the main points of what should be included in an unstaffed exit row briefing (emergency exits).
  - Time allocated is 10 minutes
  - List the points on the flip chart provided



# Passengers occupying seats with direct access to emergency exits

# Appropriate Briefing

- ▶ Until a few years ago the EU legislation only required that passengers receive a demonstration of the location of emergency exits.
- ▶ The absence of clarity on the seating of emergency exit seat rows could lead to delayed or incorrect actions by passengers which may ultimately **lower the survivability of aircraft occupant.**

# GM1 CAT.OP.MPA.170(a)

## Passenger briefing

- ▶ Cabin crew should verify that the passenger(s) is (are) able and willing to assist the crew in case of an emergency;
- ▶ The emergency exit briefing should contain instructions on the operation of the exit;
- ▶ Assessment of surrounding conditions for the safe use of the exit;
- ▶ Recognition of emergency commands given by the crew; and
- ▶ The passenger(s) has (have) understood the instructions.

# Doc 10086 – Manual on Information and Instructions for Passenger Safety

Prior to each flight, cabin crew should brief passengers seated at unstaffed exit rows on the following items:

- ▶ The importance of the role of the passenger in the event of an emergency, so that passengers seated at unstaffed exit rows are aware of their responsibility to operate the exit;
- ▶ Request the passengers to verbally accept the responsibility;

# Doc 10086 – Manual on Information and Instructions for Passenger Safety cont...

- ▶ The signal/command that would instruct the passengers to open exits.

In order to prevent uncommanded opening, the cabin crew should also emphasize the need to **FOLLOW** all instructions and to **LISTEN** closely to the crew's commands.

# Doc 10086 – Manual on Information and Instructions for Passenger Safety cont...

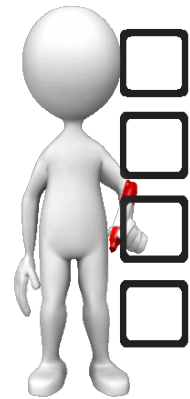
- ▶ How to open the exit, including specific aspects of the operation such as:
  - Check for hazards before opening the exit (i.e. fire, water, debris);
  - What to do with the exit hatch, if removable; and
  - The location of placards and the passenger safety briefing card.

# Other Considerations

- ▶ Short taxi time;
- ▶ Language barriers;
- ▶ Staffing of exits;
- ▶ Time allocated for the briefing; and
- ▶ Briefing Aids (Card).



# TM CAD expectations



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**Verbally** accepting the responsibility to operate the exit;



**Locating** and operation of the emergency exit;



**Comprehending** the instructions for operating the exit;



**Knowing** when and how to open the exit;



**Following** all instructions given by a crew member, including the signal or command to evacuate;



**Checking** for hazards before opening the exit; and



**Stowing** (or otherwise disposing of) the exit hatch, if removable, so that it will not impede the use of the emergency exit.

# The way forward

- ▶ TM CAD will consider the elements that were identified during the exercise and draft an OAN on the content of the over-wing exit briefing.
- ▶ Anyone willing to contribute can inform us.

# FYI – FAA Quiz

- ▶ As promoted by EASA Cabin Safety TeB.
- ▶ FAA have created 2 Quizzes for passengers
  - Exit Seating Quiz
  - Passenger Quiz

[https://www.faa.gov/about/initiatives/cabin\\_safety/](https://www.faa.gov/about/initiatives/cabin_safety/)

Unfortunately, accidents happen.

When they do, a little information  
can sometimes make a big  
difference.

# Questions

