



## CHAPTER 32

### Cabin Safety – Qualification Training and Duties

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#### 1.0 PURPOSE

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**1.1 The main purpose of Cabin Safety Inspections (CSIs) is to perform inspections, certification, and investigative activities. CSIs isolate systemic faults and as such incorporate a systems approach when evaluating an operator.**

1.1.1 CSIs also ensure that an Air Operator Certificate ( AOC) holder demonstrates the ability to:

- a) maintain an adequate organizational structure in the cabin services department , which is adequately staffed, experienced and properly trained;
- b) maintain an operational control over staff, manual systems and training programmes;
- c) meet the training requirements outlined in the Nig. CARs and approved AOC training programme;
- d) maintain aircraft cabin and emergency equipment, as outlined in the Nig. CARs and approved AOC manuals and programmes; comply with the maintenance requirements for cabin safety equipment;
- e) meet the Commercial Air Service standards for the operation and conducts the operation successfully;
- f) Comply with the Nig. CARs.

**1.2.2** During the certification, routine surveillance; and (when necessary) investigations of operators, the CSIs review and evaluate an operator's routine and emergency procedures, as outlined in flight operations manuals, to ensure that all of the cabin and flight deck crew member procedures are consistent with one another and are appropriate for the type of aircraft emergency and cabin equipment configuration. The CSIs must also ensure that the cabin safety and emergency equipment found in an operator's fleet are consistent with the requirements of the Nig. CARs, properly maintained by the operator(in accordance with his approved maintenance programme). The CSI should ensure that the company operations manuals accurately reflect the aircraft equipment's location, function, operation and number on board. The CSI evaluates the operator's MEL to ensure that deferral procedures provide an equivalent level of cabin safety and non essential equipment are properly categorized to foster a safe operation.

**1.2.3** CSIs evaluate company manuals to ensure that routine and emergency procedures are consistent with Nig. CARs and guidance materials. CSIs evaluate the content of an operator's



written training programme for completeness and compliance with Nig. CARs, CSIs monitor classroom to ensure that training is conducted in accordance with the operator's approved training programme. CSIs also evaluate the type of training devices used by the operator to ensure that they are consistent with the type of emergency equipment found on their aircraft. The training devices must be designed to operate consistent with the aircraft equipment they represent and are maintained to function properly in accordance with an approved maintenance programme. The CSIs must ensure that an operator's instructors are properly trained and knowledgeable to perform training and follow the company's curriculum and lesson plans.

- 1.2.4** The CSIs inspect company record keeping systems to ensure compliance with Nig. CARs, as it pertains to training completeness and currency and cabin crewmember duty and rest requirements.

## **2.0 DUTIES AND RESPONSIBILITIES:**

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- CSIs conduct routine inspections on schedule using the following checklist and forms:
- Base inspection-[CL-O-OPS 022](#)
- Station inspection-[CL O- OPS 019](#)
- Records summary-[CL O- OPS 018](#)
- Carry on baggage programme [CL –O-OPS 010](#)
- Exit Row seating programme job aid-[CL: O-OPS 011](#)
- Cabin crew records check summary-[CL:O-OPS 018b](#)
- Pre-Flight inspection(Ramp)-[CL -O-OPS 001A](#), [CL: O- OPS-036](#)
- In-flight inspection(En-route)[CL-O OPS-002](#)
- Training Programme inspection approval and checklist-[CL –OOPS- 005/005A](#)
- Training inspection-[CL O-OPS 017A](#), [Form O-OPS-006](#)
- Identifying and Advising operations of Deficiencies -[Form-O-OPS-003](#)
- Cabin Crew Manual Inspection Checklist-[CL- OPS-012](#)
- Ditching/ Evacuation Demonstration Inspection-[Form-O-OPS- 014](#)
- Submitting reports of inspections



- Investigating violations
- Co-ordinating with other CAA inspectors

### **3.0 QUALIFICATIONS/METHOD OF ENTRY:**

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- Must be qualified on at least one type of aircraft and experienced on comparable routes to the route expected to conduct inspections.
- Must possess a broad air transport background of a minimum of five years.
- Experience in technical training programme development including visual aids, design of procedures, instructional techniques, training devices, aircraft mockups and supervision will be of advantage.
- Cabin crew instructor or at least experience in developing safety and /emergency procedures consistent with Nig. CARs will be of advantage.
- In addition to proven integrity, should possess qualities of initiative, tact, tolerance and patience.
- Cabin safety inspectors are required to maintain cabin crew qualifications by attending aircraft manufacturers' courses which would be included in the Directorate's training programme annually, however, they may not act as operating cabin crew members.

### **4.0 TRAINING PROGRAMMES OUTLINE FOR CSIs:**

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From the time of employment to the age of retirement, a CSI is expected to accomplish the training outlined in the Inspector training System (ITS) whose components are categorized into two parts.

The first part has the compulsory (core) courses as follows:

- Indoctrination
- Certification
- Surveillance
- Personnel Licensing
- Investigations while the second part has job specifications made up of :
  - Job skills
  - Dispatcher/Avionics
  - Cabin Safety
  - Management

And other necessary trainings in accordance with NCAA training profiles.