

38B. Carriage of Cabin Crew – (1) No aircraft registered in India shall be operated for public transport of passengers unless the following minimum number of cabin crew are on board the aircraft for the purpose of performing such duties as may be assigned in the interest of the safety of passengers, by the operator or the Pilot-in-command of the aircraft, namely:-

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| (i) | For an aeroplane having a seating capacity of not less than 10 and not more than 50 passengers. | One cabin crew. |
| (ii) | For a helicopter having a seating capacity of not less than 20 and not more than 50 passengers. | One cabin crew. |
| (iii) | For an aeroplane or a helicopter having a seating capacity of more than 50 passengers. | Two cabin crew plus one cabin crew for each unit (or part of a unit) of 50 passenger seats above a seating capacity of 99 passengers. |

(2) The cabin crew shall be located –

- (i) during take-off and landing as near as possible to the floor level exits, and
- (ii) at any other time, at a suitable place in the aircraft, so as to provide the most effective exit of passengers in the event of emergency evacuation.

(3) An operator shall ensure that each cabin crew member –

- (a) is not less than 18 years of age;
- (b) has passed 10+2 examination from a recognised Board or University;
- (c) has passed an initial medical examination or assessment and has been found medically fit to discharge the duties specified in the Operations Manual;
- (d) remains medically fit to discharge the duties specified in the Operations Manual; and
- (e) is competent to perform the duties as cabin crew as specified in the Operations Manual.

- (4) Whenever two or more cabin crew members are assigned to a flight, the operator shall nominate an experienced cabin crew member as a senior cabin crew member who shall be responsible to the Pilot-in-Command for the conduct and coordination of cabin safety and emergency procedures specified in the Operations Manual.

Provided that the senior cabin crew member has a minimum of one year's experience as cabin crew and has successfully undergone relevant training as required under sub-rule (5).

- (5) Each cabin crew shall successfully undergo the following training programme duly approved by the Director General, namely:-
- (a) Initial training before undertaking type training;
 - (b) Type training before being assigned to operate as cabin crew member on a particular type of aircraft, or assigned to operate another aircraft type;
 - (c) Differences training before operating on a variant of an aircraft type currently operated, or with different equipment, equipment location, or safety procedures on currently operated aircraft type or variants;
 - (d) Familiarisation flights to be undertaken by the cabin crew after undergoing type training prior to operating as cabin crew member;
 - (e) Recurrent training covering the actions assigned to each crew member in evacuation and appropriate normal and emergency procedures and drills relevant to the type(s) and/or variant(s) of aircraft every 12 calendar months; and
 - (f) Refresher training for cabin crew member who have been absent from flying duties for more than 6 months.
- (6) The operator shall cause checks of proficiency in carrying out safety and emergency duties by each cabin crew after completion of training under sub-rule (5) and the checks shall be conducted by the Instructors approved, and having qualifications specified, by the Director General.
- (7) No cabin crew shall perform duties on more than three types of aircraft.

Explanation-For the purposes of this sub-rule, types of aircrafts shall be considered to be different types if they are not similar in all the following aspects, namely:-

- (a) emergency exit operation ;
 - (b) location and type of safety equipment; and
 - (c) emergency procedures.
- (8) The Director General may, if he is of the opinion that it is expedient so to do, by order and for reasons to be recorded in writing, waive fully or partially, the requirement of sub-rule (1).

Note:- For the purpose of this rule, foreign aircraft falling under sub-rule(3) of rule 1 shall be deemed as aircraft registered in India and Indian aircraft falling under sub-rule(4) of rule 1 shall be deemed as aircraft not registered in India.

[Substituted by GSR No. 383 dated 11-7-2001 and further amended by GSR No. 150(E) dated 04-03-2009]