



Date : 09-08-2020

التاريخ :

Ref : 2020-062/ASD/41

الإشارة :

**SAFETY BULLETIN - 08/2020**

**Attn: The State of Kuwait AOC Holders**

**SUBJ.: MINIMUM COCKPIT OCCUPANCY**

This Safety Bulletin is to provide recommendations to the Kuwaiti Air Operator Certificate holders concerning Minimum Cockpit Occupancy.

Kindly refer the attached "Safety Information Bulletin SIB No.: 2016-09 dated 21<sup>st</sup> July 2016", published by European Aviation Safety Agency (EASA). It is applicable to our Commercial Air Transport Operators of large aeroplanes equipped with a secure flight crew compartment door.

The Kuwait DGCA highly appreciates all our Operators continuous cooperation and we will keep you updated with the latest recommendations if and when necessary.

Sincerely,

**Engr. Duaij Al-Otaibi**  
**Aviation Safety Director**



## Safety Information Bulletin

### Operations

SIB No.: 2016-09

Issued: 21 July 2016

**Subject:** Minimum Cockpit Occupancy

**Ref. Publications:**

- Commission Regulation (EU) No 965/2012, as amended.

This SIB replaces:

- EASA SIB [2015-04](#) "Authorised persons in the flight crew compartment", dated 27 March 2015.

**Applicability:**

Commercial air transport (CAT) operators of large aeroplanes equipped with a secure flight crew compartment door<sup>1</sup>.

**Description:**

Recent accidents<sup>2</sup> highlighted the risk associated with a flight crew member remaining alone in a flight crew compartment equipped with a secure door and being able to deliberately lock out the other crew member(s).

On 27 March 2015, the European Aviation Safety Agency (hereafter referred to as "the Agency" in this SIB) published SIB 2015-04 addressing this risk. After its publication, the Agency sought feedback from affected stakeholders on the implementation of the SIB and decided to revise its content. This SIB, which replaces SIB 2015-04, provides guidance to operators on the elements to be considered in performing the risk assessment and in defining the appropriate mitigating measures, including the role of the authorized person in the cockpit other than the remaining flight crew member.

Several Aviation Authorities and air operators have been requiring the presence of two authorised persons in the flight crew compartment at all times. Currently, there are no indications that such requirement has introduced risks that would outweigh the risk of having a flight crew member deliberately locked out of the cockpit.

**Recommendation(s):**

CAT.OP.MPA.210 of Regulation (EU) No 965/2012 stipulates that flight crew members required to be on duty in the flight crew compartment shall remain at the assigned station, unless absence is necessary for the performance of duties in connection with the operations or for physiological

<sup>1</sup> As per Certification Specifications (CS) 25.795 and Commission Regulation (EU) No. 965/2012 ORO.SEC.100.

<sup>2</sup> Germanwings D-AIPX, 24 March 2015; Mozambique Airline (LAM) C9-EMC, 29 November 2013.

This is information only. Recommendations are not mandatory.



needs, provided at least one suitably qualified pilot remains at the controls of the aircraft at all times.

In such cases, the Agency recommends operators to assess the safety and security risks associated with a flight crew member remaining alone in the flight crew compartment.

This assessment should take the following elements into account:

- 1) the operator's psychological and security screening policy of flight crews;
- 2) employment stability and turnover rate of flight crews;
- 3) access to a support programme, providing psychological support and relief to flight crew when needed; and
- 4) ability of the operator's management system to mitigate psychological and social risks.

If the assessment leads the operator to require two authorised persons in accordance with CAT.GEN.MPA.135 to be in the flight crew compartment at all times, operators should ensure that:

- (a) the role of the authorised person, other than the operating pilot, in the flight crew compartment is clearly defined, considering that his/her main task should be to open the secure door when the flight crew member who left the compartment returns;
- (b) only suitably qualified flight crew members are allowed to sit at the controls;
- (c) safety and security procedures are established for his/her presence in the flight crew compartment (e.g. operation of the flight deck, specific procedure for entry, use of observer seat and oxygen masks, avoidance of distractions etc.);
- (d) training needs are addressed and identified as appropriate;
- (e) safety risks stemming from the authorised person leaving the passenger cabin are assessed and mitigated, if necessary; and
- (f) resulting procedures are detailed in the Operations Manual and, when relevant, the related security reference documents.

National Authorities should ensure that the content of this SIB is taken into account by operators under their oversight.

**Contact(s):**

For further information contact the Safety Information Section, E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

---

This is information only. Recommendations are not mandatory.

