

CIVIL AVIATION AUTHORITY PAKISTAN **FLIGHT STANDARDS DIRECTORATE**



This Information Bulletin, adopted by Flight Standards Directorate aims to keep members of Pakistani Civil Aviation community updated on latest items of common interest and developments within the aviation industry. It is anticipated that, the bulk of material would be of relevance to AOC, Training, Standards and helpful to the Safety Managers who implement their policies.

The Bulletin is designed to serve the objective of Flight Standards Directorate that is "To improve upon Safety Standards".

INFORMATION BULLETIN

EVACUATION OF INFANTS

INTRODUCTION

Improvement in Flight Safety is a continuous process in which new safety methods / recommendations are adopted from lessons learnt through previous accidents and incidents.

An accident occurred in 2001 which involved evacuation of a large number of small children and infants. Lack of guidance about the best method of “infant / small children evacuation” result in a delay in egress during the post-accident evacuation.

PURPOSE

This safety bulletin intends to provide a recommended method of egress during evacuations for the operators and the crew members, in which infants and small children may be involved with minimum delays. This bulletin may also be used to raise awareness amongst the travelling public.

HINDRANCES AND CAUSES OF DELAYS

The major factors that affects the evacuation with infants and small children is the psychological response of a parent / guardian during an emergency.

When boarding a slide / raft or evacuating through the over wing hatch certain inhibitions and uncertainties about the best way to evacuate result in confusion chaos and hysteria. These may result in further complications and delays affecting the remaining passengers on-board.

RECOMMENDATIONS

Note:

1. The studies conducted excluded children of ages greater than 02 years.
2. Evacuation with infants and / or small children from the upper deck of a multi-deck aircraft has not yet been studies.
3. Studies include evacuation through:-
 - * TYPE I FLOOR LEVEL DOOR.
 - * TYPE III OVER WING EXIT.

As a result of studies performed by the FAA, the following recommendations about the best methods of evacuation with infants and children are as follows:-

BOARDING AN ESCAPE DEVICE WITH INFANTS

When boarding an escape device (single or dual lane escape slide, slide raft, ramp slide) with infants, jumping on the escape device produces faster egress than sitting and sliding.

Carrying Positions:

The carrying positions that provide the most protection for the infant would include:-

- **VERTICAL POSITION:**

The carrier should cradle the child's head and neck with one hand and should keep the child's arms, legs and feet enfolded as much as possible.

- **HORIZONTAL POSITION:**

The carrier should cradle the child's head and neck in his / her arm and should keep the child's arms, legs and feet as much as possible.

EVACUATING THROUGH TYPE III OVER WING EXIT WITH INFANTS

Climbing through a type III over wing exit while holding on infant produces faster egress than passing to infant onto another passenger who has already exited.

However, if a child is to be passed through a type III over wing exit, intention to do so should be co-ordinated in advance, if possible as there is no guarantee that someone would help.

Recommended Carrying Position:-

Vertical holding is preferred as horizontal carrying of large infants is more likely to cause the infant to strike its body part on the exit frame.

EVACUATION OF CHILDREN OF AGE HIGHER THAN 02 YEARS:

The carrying method would depend on the size and age of the child. The method used during egress should be that which is most comfortable and safe for the parent and child and at the same time ensure a fast egress from the aeroplanes.

Pakistan CAA recommends operators to review their respective operations manuals and include the above information in crew training, SEPs, Pre-Evacuation Briefings, Passenger Safety Cards and / or Passenger Education Training.