

CAD 02-06

Interpretation of AMC-1 OPS-1.1007(c)(3) - Representative Training Devices for Cabin Safety

Effective: 1st Dec 2025

Copyright © 2025 by Civil Aviation Authority (CAA), Oman.

All rights reserved. No part of this publication may be stored in a retrieval system, transmitted, or reproduced in any way, including but not limited to photo-copy, magnetic or other record, without the prior agreement and written permission of the CEO for CAA, Oman.



CAD 02-06 – Interpretation of AMC-1 OPS-1.1007(C)(3) – Representative Training Devices for Cabin Safety

1. Background

CAR OPS-1.1007 requires operators and approved training organisations to utilize training facilities comprising classrooms and/or representative training devices that realistically replicate operational environment and equipment used during cabin safety training, particularly emergency exits and doors. The associated AMC and GM specify that training devices must accurately simulate the handling, weight, and operation of aircraft exits to ensure effective and realistic training.

Although AMC-1 OPS-1.1007 primarily addresses cabin crew training devices, these representative facilities are also used for integrated cabin safety exercises involving coordination between cabin and flight crew during normal and emergency operations.

2. Scope

For the purpose of this Clarification Note, the term “Cabin Safety Training” encompasses all training conducted on representative cabin training devices under CAR OPS-1.1007, including exercises involving coordination between cabin crew and flight crew.

This interpretation remains fully within the regulatory framework of CAR OPS-1 Subpart O (Cabin Crew Training) and does not extend or modify existing requirements.

3. Reference Regulation

AMC-1 OPS-1.1007(c)(3) states:

“When a representative training device does not replicate the actual aircraft exit operating characteristics, any differences between the operating characteristics of the actual aircraft exits and those of the emergency exit trainer shall be highlighted during training.”

4. Clarification and Interpretation

The AMC addresses minor deviations in otherwise representative training devices. It does not authorize routine cross-type substitution of aircraft exit trainers for different aircraft types, variants or configurations.

Where a training device differs from the actual aircraft exit in movement, resistance, or operational forces, etc. instructors shall brief and demonstrate those differences during training to prevent negative transfer of learning or procedural error.

CAD 02-06 – Interpretation of AMC-1 OPS-1.1007(C)(3) – Representative Training Devices for Cabin Safety

Any modification or replacement of a training device, or the introduction of a new aircraft type, variant or configuration, shall be supported by a risk assessment, submitted for acceptance by CAA, prior to use in training.

5. Supporting References

- CAR OPS-1.1007 – Training Facilities.
- AMC-1 OPS-1.1007(c)(3) – Pertaining to the CAR - Training Facilities; Emergency door/ exit trainers.
- GM OPS-1.1007 – Guidance for Training Facilities.

6. Compliance Expectation

Operators and training organisations must ensure that emergency door and exit training is conducted on devices representative of the same aircraft type, variant and configuration operated. Minor differences shall be identified and addressed through structured briefings and demonstrations.

Where significant differences exist or a change in training device is proposed, a Risk Assessment shall be submitted to the CAA Oman, for acceptance, prior to implementation.

7. Conclusion

AMC-1 OPS-1.1007(c)(3) is intended to accommodate minor technical variations, not substitution across aircraft types, variants or configurations. Operators and approved training organizations shall maintain the integrity of cabin safety training for the same aircraft type, variant and configuration of cabin door and emergency exit operations through representative devices, CAA-approved facilities.

