



EUROPEAN AVIATION SAFETY AGENCY  
AGENCE EUROPÉENNE DE LA SÉCURITÉ AÉRIENNE  
EUROPÄISCHE AGENTUR FÜR FLUGSICHERHEIT

# Update on on-going rulemaking tasks

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1<sup>st</sup> Workshop on Cabin Crew & Cabin / Passenger Safety

Your safety is our mission.

- **OSD - Certification Specifications Cabin Crew Data CS-CCD**
  - ✓ Determination of a new type and a variant
  - ✓ Type specific data for cabin crew
- **Transfer of JAA cabin safety tasks - Opinion 09/2013**
  - ✓ Incapacitation and replacement of SCCM
  - ✓ Communication between a person on board the aircraft and aerodrome services during ground operations with passengers on board and in the absence of flight crew members
- **Passenger seating and briefing**

RMT.0575/0576





Cabin crew

(CS-CCD)

Flight crew

(CS-FCD)



Maintenance  
staff

(CS-MCS)

SIMD

(CS-SIMD)

MMEL

(CS-MMEL)

data necessary for safe operation is  
available to & used by end users



# Airworthiness rule vs. Operational rules

## Outcome of OSD for operators

- **mandatory**
- **non-mandatory (recommendations)**

## Link to OSD in operational requirements

### **ORO.CC.125 Aircraft type specific training and operator conversion training**

(b) When establishing the aircraft type specific and the operator conversion training programmes and syllabi, the operator shall include, where available, the mandatory elements for the relevant type as defined in the data established in accordance with Regulation (EC) No 1702/2003.

### **ORO.CC.130 Differences training**

(c) When establishing a differences training programme and syllabus for a variant of an aircraft type currently operated, the operator shall include, where available, the mandatory elements for the relevant aircraft type and its variants as defined in the data established in accordance with Regulation (EC) No 1702/2003.

### **AMC1 ORO.CC.125(b) & ORO.CC.130(c) ...**


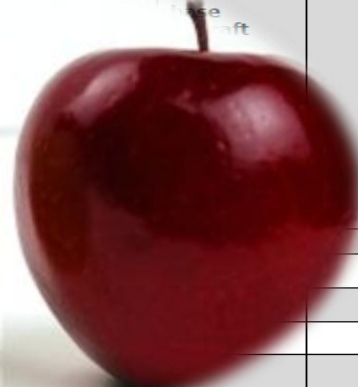

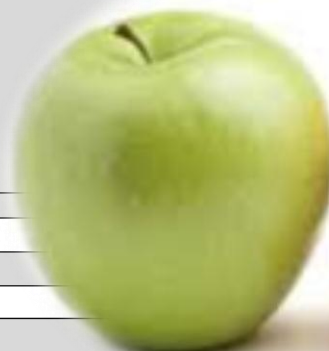

NON-MANDATORY (RECOMMENDATIONS) ELEMENTS OF OPERATIONAL SUITABILITY DATA

...

### **ORO.CC.250 Operation on more than one aircraft type or variant**

(b)(1) ...

## Determination of a new type and a variant

Aircraft difference table							
Base aircraft							
Candidate aircraft							
Determination element		Existing difference from base aircraft	Description of identified differences		Assessment		
							
A					Combined impact on operation of the aircraft and potentially on procedures		
DOO							
AIRCRAFT							
NORMAL AND EMERGENCY OPERATIONS							

**..conducted by manufacturer/design organisation & EASA**



## Operation on more than 1 type or variant

### 1<sup>st</sup> type

model 1

model 2

model 3

model(s) xy ?

+ model 4 (variant)

+ ? variant(s)

### 2<sup>nd</sup> type

model 1 (2 series)

model 2 (2 series)

model(s) xy ?

+ model 3 (variant)

+ ? variant(s)

### 3<sup>rd</sup> type

another manufacturer

(+ ?variant(s))

### 4<sup>th</sup> type

another type

(+ ? variant(s))

How many versions of each model/series...?

- cabin configurations
- variations of cabin doors/exits
- cabin layouts ... direct view
- modified aircraft systems

... up to the operator ...



...a risk of errors due to too many differences...?

## Type specific data

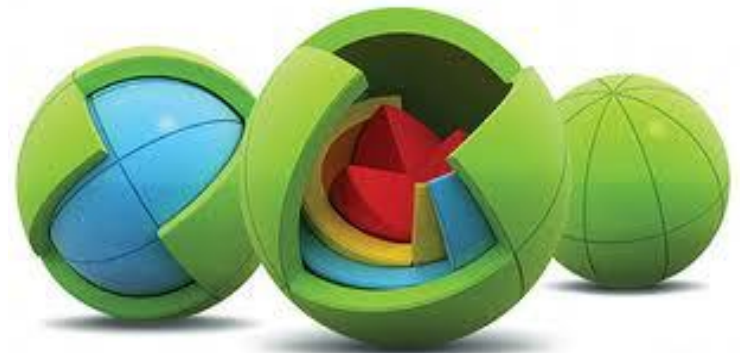
- comprehensive data about the aircraft

### Required data:

- general aircraft description
- flight crew compartment
- cabin compartment
- aircraft systems relevant to cabin crew duties

### Supplementary data:

- portable safety & emer. equipment
- galley/cabin components
- ....





## Type specific data

- “must-know” – required by Reg. 965/2012 – included in training
- “good-to-know” – additional technical data – reference info in CCOM

### CS-CCD BOOK 1

#### Appendix 1 to CS CCD.310 Type specific data content

##### Type specific data content

The type specific data for cabin crew include the following, as relevant to the candidate aircraft:

##### Aircraft description

###### General

- (a) type of aircraft – narrow/wide-bodied; single/multi passenger deck;
- (b) range of operation and maximum operating altitude;
- (c) principal dimensions (length; height; width; wing span);
- (d) main characteristics (engines; landing gear; fuel tanks; flight controls; speed; maximum take-off weight);
- (e) engine danger area;
- (f) general information (air conditioning; pressurisation system; electrical power; auxiliary power unit (APU); slats; flaps);
- (g) location of cargo compartments and un-pressurised areas;
- (h) entrances and emergency exits (entrance and service doors; emergency exits; flight crew compartment window; flight crew compartment emergency hatch; avionics compartment);



## **CASE** Cabin Aspects of Special Emphasis

Any additional information identified during...

- evacuation demonstration test 25.803
- certification process

... end users should be  
aware of...



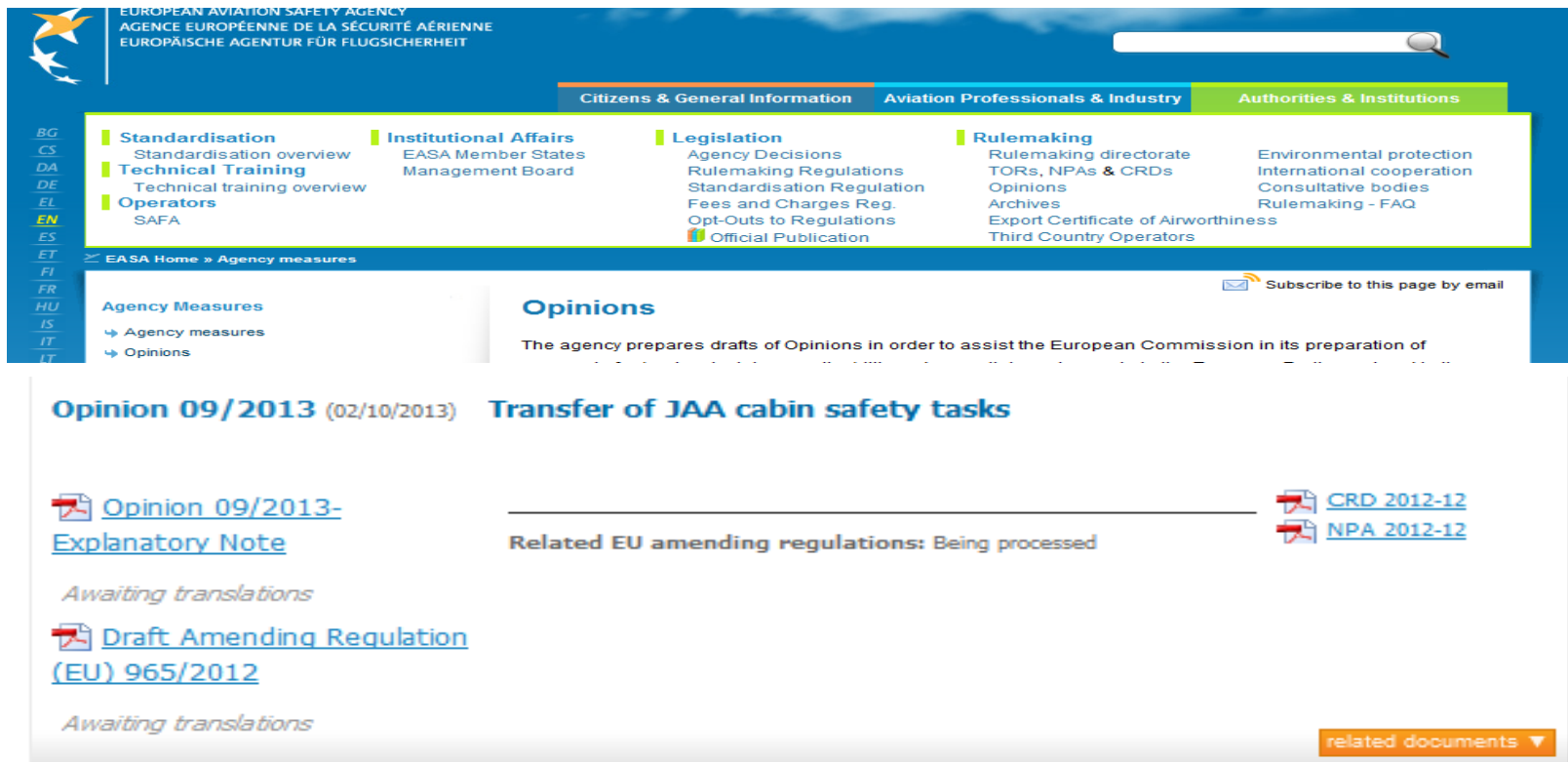
Current stage...



...ED Decision on CS-CCD to be published on  
EASA website after the publication of  
Regulation on OSD in the OJ

## ***Transfer of JAA cabin safety tasks***

### ***Opinion 09/2013***



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**Opinions**  
The agency prepares drafts of Opinions in order to assist the European Commission in its preparation of

**Opinion 09/2013 (02/10/2013) Transfer of JAA cabin safety tasks**

 [Opinion 09/2013-  
Explanatory Note](#)  
*Awaiting translations*

 [Draft Amending Regulation  
\(EU\) 965/2012](#)  
*Awaiting translations*

**Related EU amending regulations: Being processed**

 [CRD 2012-12](#)  
 [NPA 2012-12](#)

[related documents ▼](#)



## Incapacitation and replacement of SCCM

**clarifies** the intent of..

- ORO.CC.200(e) - (previous OPS 1.1000(d))

**addresses..**

Difference between...

1. incapacitation (FDP) & unavailability (layover)
2. absence from work (medical leave, pregnancy, etc.)

### **Operator's responsibilities:**

- ORO.AOC.135(b)
- ORO.GEN.110(d) and (e)

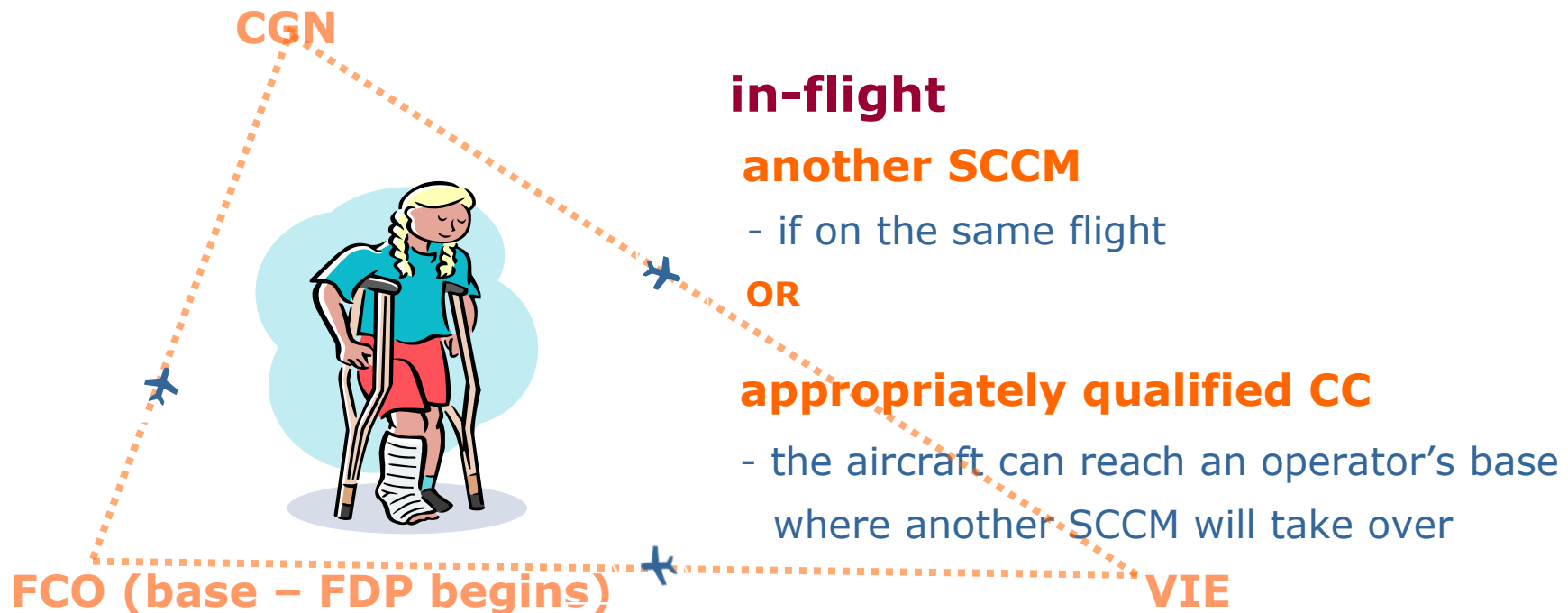


# Incapacitation and replacement of SCCM

Clarification of the rule text

Opinion 09/2013

## operator's base / in-flight – who takes over?

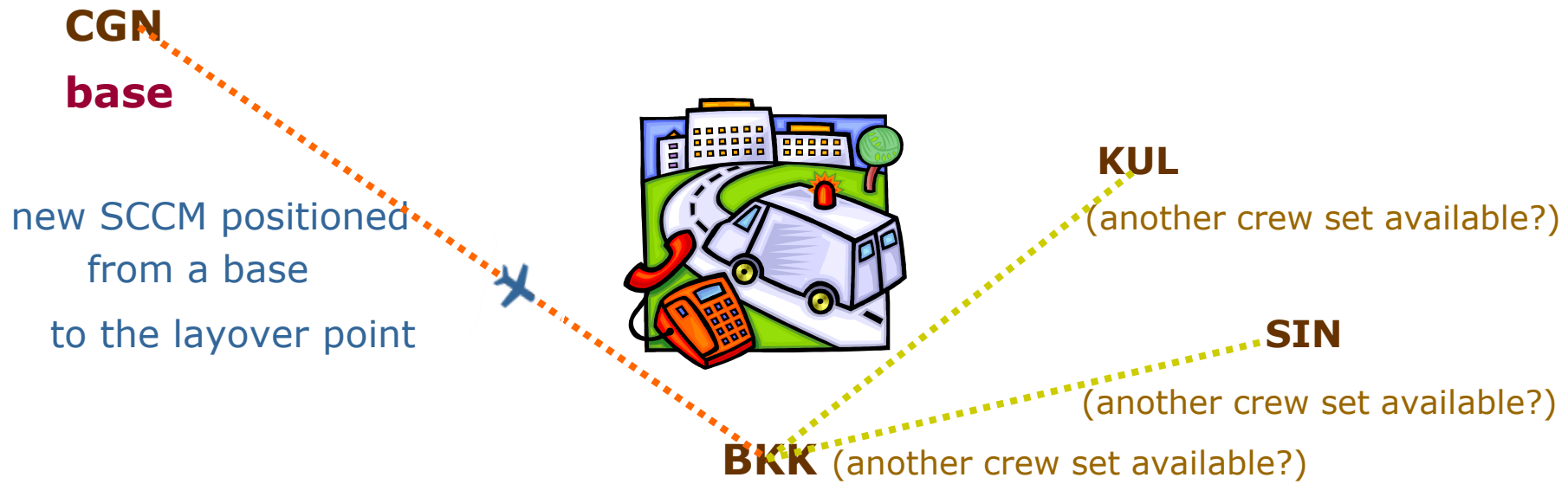


**operator's base** (SCCM incapacitated or "no-show")

- flight **always** departs **with SCCM**



## layover – who takes over?



### another SCCM

- resources & time available

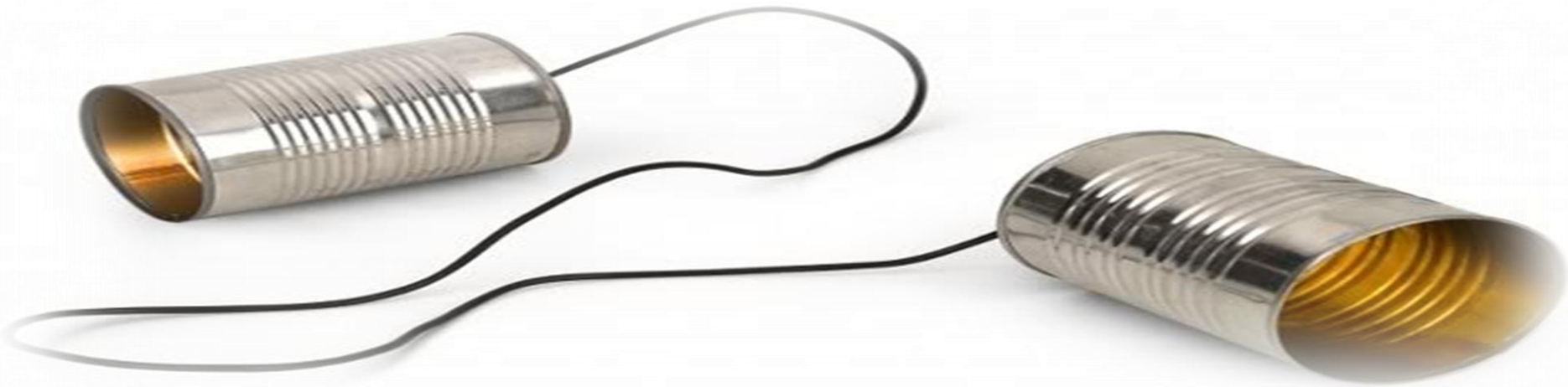
**OR**

### appropriately qualified CC

- if no means to assign a replacement results in a grounded aircraft until another SCCM arrives and can operate the flight (FTL)
- the aircraft can reach an operator's base



### Communication between aircraft & aerodrome services during ground operations with passengers on board **in the absence of flight crew**



- qualified person on board will establish and coordinate communication with aerodrome services in case of urgent need or emergency on board the aircraft



## Passenger seating and briefing

CAT.OP.MPA.170 (former OPS 1.285)

### ...ensure that ...

- ✓ seats by overwing exits are occupied by ABPs
- ✓ a pre-flight briefing is provided to those passengers on the use of the exits
- regulatory coordination with FAA and TCCA





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# Questions



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