



# CABIN CREW REQUIREMENTS

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**Betty Lecouturier, EASA**



# Content

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- Context and trends
- Regulatory background
- From EU OPS Subpart O ...
- ... To Regulation (EC) 216/2008
- What is known and what is new
- Proposed structure for implementing rules
  - ★ *Part CC and Part MED for the individual*
  - ★ *Subpart OR.OPS Section VI for the operators*
  - ★ *Subpart AR.CC for the authority*



# *Context and trends*

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- Single market, competition, mobility
- Passenger's profile
  - ★ *Change in biometrics and behaviour*
- Security rules
  - ★ *Sterile cockpit and major change in procedures*
- Air passengers' rights
  - ★ *Growing demands of the travelling public*
- Very large transport aeroplanes
- Ultra-long range operations

# Cabin crew: functions dedicated to cabin and passenger safety





# *Regulatory background*

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- Cabin crew functions
  - ✧ Assistance, protection, fire-fighting, rescue ...
  - ✧ To mitigate hazards, incidents, accidents
  
- ICAO Annex 6
  - ✧ Part I Chapter 12
  - ✧ Part II Chapter 3.12
  
- Development of different national regulatory systems



# *Regulatory background*

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- Early 90s, first steps towards harmonisation by JAA Members States with JAR-OPS 1
- EU OPS – Annex III to Council Regulation (EEC) 3922/91 - applicable since 16 July 2008
- Regulation (EC) 216/2008



# *EU OPS Subpart O: summary*

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- For cabin crew in commercial air transport
- Common **minimum** requirements:
  - ✦ Requirement for medical fitness to be assessed at regular intervals but no detailed medical requirements: implementation ranges
    - ➔ from self-assessment by the individual
    - ➔ to medical certification according to national aviation rules
  - ✦ Common **training requirements** but interpretation and implementation vary depending on the Member State and on the operator



# *EU OPS for cabin crew: the legislator's view*

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- Regulation 1899/2006 containing the Annex III – EU OPS - states in a new recital to Regulation 3922/91:

*'In the review of certain provisions referred to in Article 8a, the course towards further harmonisation of cabin crew training requirements hitherto adopted should be maintained, in order to facilitate the free movement of cabin crew personnel within the Community. In this context, the possibility of further harmonisation of cabin crew qualifications should be re-examined'.*





# *From EU OPS to Regulation (EC) 216/2008*

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## ➤ **Article 2 Objectives**

**1. The principal objective** of this Regulation is to **establish and maintain a high uniform level of civil aviation safety in Europe**

### **2. Additional objectives are**

- (b) to facilitate the **free movement** of goods, persons and services;
- (f) to provide a **level playing field** for all actors in the internal aviation market.



# *Regulation (EC) 216/2008*

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## ➤ *Article 2 Objectives*

### 3. The means of achieving the objectives set out in paragraphs 1 and 2 shall be:

(a) the preparation, adoption and **uniform application** of all necessary acts;

(b) the **recognition, without additional requirements, of certificates, licences, approvals or other documents granted to** products, **personnel** and organisations in accordance with this Regulation and its implementing rules;

(d) the **uniform implementation** of all necessary acts by the national aviation authorities and the Agency within their respective areas of responsibility.



# *Regulation (EC) 216/2008*

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## ➤ *Article 8*      **Air operations**

4. **Cabin crew involved in the operation of aircraft** referred to in Article 4(1)(b) and (c) **shall comply with** the essential requirements laid down in **Annex IV**.

**Those involved in commercial operations shall hold an attestation** as initially set out in Annex III, Subpart O, point (d) of OPS 1.1005 as set out in Regulation (EC) No 1899/2006 of the European Parliament and of the Council of 12 December 2006 amending Council Regulation (EEC) No 3922/91 (1); at the discretion of the Member State, such attestation may be issued by approved operators or training organisations.



# *Regulation (EC) 216/2008*

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## *Article 8 Air operations*

5. The measures designed to amend non-essential elements of this Article, by supplementing it, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 65(4). **Those measures shall specify in particular:**

...

(e) **conditions for issuing, maintaining, amending, limiting, suspending or revoking the cabin crew attestation** referred to in paragraph 4



# *Regulation (EC) 216/2008*

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## ➤ *ANNEX IV* Essential requirements for air operations

### **7.a. The number and composition of the crew must be determined taking into account:**

- (i) the certification limitations of the aircraft, including if applicable, the relevant emergency evacuation demonstration;
- (ii) the aircraft configuration; and
- (iii) the type and duration of operation.



# *Regulation (EC) 216/2008*

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## ➤ *ANNEX IV* Essential requirements for air operations

### 7.b. Cabin crew members must:

(i) be trained and checked on a regular basis to **attain and maintain an adequate level of competency** in order to perform their assigned safety duties; and

(ii) **be periodically assessed for medical fitness** to safely exercise their assigned safety duties. **Compliance must be shown by appropriate assessment based on aero-medical best practice.**



# *Regulation (EC) 216/2008*

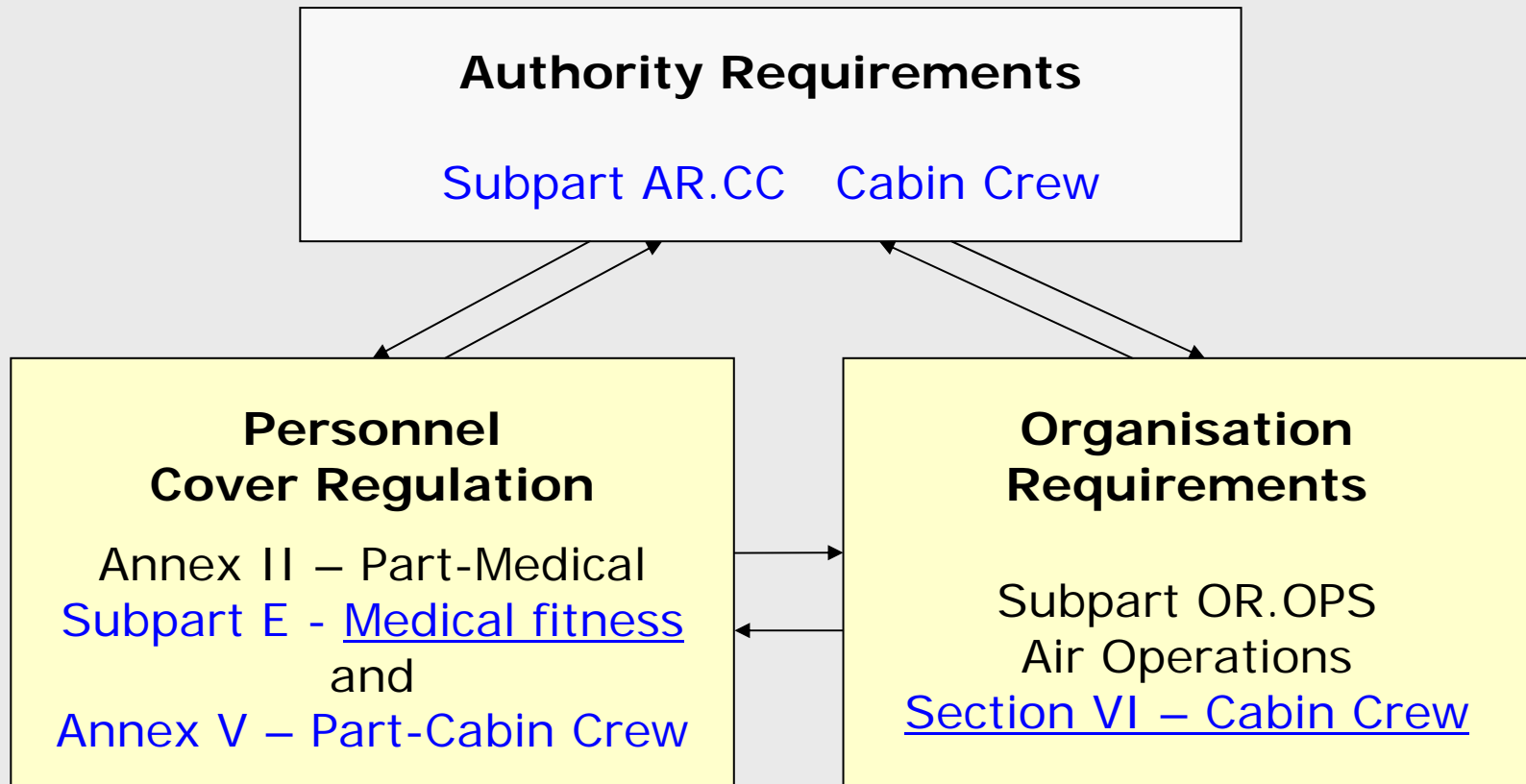
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## ➤ To summarise

- ★ **BR requires implementing rules be developed to ensure:**
  - Common training and medical requirements
  - Uniform implementation of the requirements
  - Recognition of the cabin crew attestation
  - Legal certainty for the individual
  - Facilitation of mobility
  - Level playing field for all actors
  
- ★ Past and current experience shows that a structure such as in JAR-OPS 1 and EU OPS does not allow to achieve the above objectives



# *Proposed structure for Implementing rules*







# *Proposed structure for Implementing rules*

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- **EU law drafting requiring to avoid repetitions, some requirements applicable to cabin crew in non-commercial operations**
  - ★ Some training programmes are those specified in Part CC
  - ★ Medical requirements to the individual
  
- **EU OPS and Section 2 of JAR-OPS training programmes re-allocated between IRs and AMC/GM**



# *What is known and what is new*

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- **Minimum age, training and operational requirements based on EU OPS for all cabin crew**
- **In addition, for cabin crew in commercial air transport**
  - ✦ **Evidence of training of the EU OPS 'initial safety training attestation'** is replaced by a cabin crew attestation that may be limited, suspended or revoked [Art 8. 5 (e)]
  - ✦ **Compliance of cabin crew with the rules** to be assessed by means of some 'certification' process for cabin crew attestations that can only be issued and maintained valid when the training and medical requirements are, and continue to be, met [ref. definitions Article 3. (e) and (g)]
  - ✦ **Member States may approve an operator or a training organisation to issue cabin crew attestations provided they are specifically approved to do so [Article 8. 4]**



# *Requirements for the individual*

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## ➤ Part Cabin Crew

- ✧ Subpart GEN General requirements
- ✧ Subpart ATT Specific requirements for the cabin crew attestation
- ✧ Subpart TRA Training requirements for the cabin crew attestation



# *Requirements for the individual*

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## ➤ Part Cabin Crew

### ★ Subpart GEN General requirements

- CC.GEN.001 Competent authority
- CC.GEN.005 Scope
- CC.GEN.010 Definition
- CC.GEN.015 Application
- CC.GEN.020 Minimum requirements for applicants
- CC.GEN.025 Privileges and conditions



# *Requirements for the individual*

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## ➤ Part CC

### ★ Subpart ATT Specific requirements for the cabin crew attestation

- ➔ CC.ATT.100 Cabin crew attestation
- ➔ CC.ATT.105 Continued validity of the cabin crew attestation
- ➔ CC.ATT.110 Limitation, suspension and revocation of the cabin crew attestation



# *Requirements for the individual*

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## ➤ Part CC

### ★ Subpart TRA Training requirements for the cabin crew attestation

- CC.TRA.115 Conduct of training courses, examination and checking
- CC.TRA.120 Initial safety training and examination
- CC.TRA.125 Aircraft type-specific training and checking
- CC.TRA.135 Recurrent training and checking

*Acceptable means of compliance (AMC) and Guidance material (GM) have been developed based on EU OPS and Section 2 of JAR-OPS 1 and as appropriate to be consistent with OR.OPS Section VI*



# ***What is known and what is new***

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## ➤ **Requirement for continuous medical fitness**

### ★ **Periodical assessments**

### ★ **Based on aero-medical best practice**

- Frequency of medical examinations and medical conditions already described by aero-medical experts have been scrutinised according to their relevance and compatibility with the safe performance of cabin crew duties and required training



# ***What is known and what is new***

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- ★ **The proposed medical requirements** may be considered similar to those for Class 2 medical certificates as regards the medical conditions identified, but most evaluations by specialists are not required, except at initial examination and when clinically indicated
- ★ **Relaxed requirement for colour vision**
- ★ **Very few stricter requirements** for conditions incompatible with cabin crew duties and operating environment
  - the most serious cardiac conditions,
  - visual system
  - otorhino-laryngology
  - pregnancy
  - ...





# ***What is known and what is new***

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- **To perform the same duties and associated training common medical requirements for all cabin crew :**
  - ✦ to ensure an uniform level of fitness and performance within all EU
  - ✦ to facilitate free movement (e.g. from/to commercial and non-commercial operations)
  
- **Differences proposed for proportionality purposes**
  - ✦ Aero-medical examinations and assessments to be conducted by:
    - General medical practitioners for cabin crew in non-commercial operations,
    - AME or AeMC for cabin crew in commercial air transport
  - ✦ Frequency of examinations and assessments after initial:
    - Longer intervals for cabin crew in non-commercial operations



# *Requirements for the individual*

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## ➤ Part Medical

- ★ Subpart A General requirements

  - Section 4 Medical fitness of cabin crew

- ★ Subpart E Requirements for medical fitness of cabin crew



# *Requirements for the individual*

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## ➤ Part Medical

### ★ Subpart A – General requirements

#### **Section 4 - Medical fitness of cabin crew**

- ➔ MED.A.070 General
- ➔ MED.A.075 Frequency of aero-medical examinations and assessments
- ➔ MED.A.080 Aero-medical examinations and assessments



# *Requirements for the individual*

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## ➤ Part MED

### ★ Subpart E Requirements for medical fitness of cabin crew

#### Section 1 General

##### ➔ MED.E.001 General requirements

#### Section 2 Specific requirements for medical fitness of cabin crew

##### ➔ MED.E.005 Cardiovascular system

##### ➔ MED.E.010 Respiratory system

##### ➔ Etc...



# *Requirements for the operator*

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## ➤ Part OR.OPS

### ★ Section VI Cabin Crew

#### Chapter 1 Common requirements

#### Chapter 2 Additional requirements for commercial air transport



# *Requirements for the operator*

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## ➤ Part OR.OPS

### ★ Section VI Cabin Crew

➔ OR.OPS.005.CC Scope

#### Chapter 1 Common requirements

- ➔ OR.OPS.105.CC Minimum number of cabin crew required
- ➔ OR.OPS.110.CC Conditions for assignment of cabin crew to duties
- ➔ OR.OPS.115.CC Training courses and associated checking
- ➔ OR.OPS.120.CC Initial safety training
- ➔ OR.OPS.125.CC Operator's aircraft type training and differences training
- ➔ OR.OPS.130.CC Familiarisation
- ➔ OR.OPS.135.CC Operator's recurrent training
- ➔ OR.OPS.140.CC Operator's refresher training



# *Requirements for the operator*

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## ➤ Part OR.OPS

### ★ Section VI Cabin Crew

#### Chapter 2 Additional requirements for commercial air transport

- OR.OPS.205.CC - Minimum number and composition of cabin crew required
- OR.OPS.210.CC - Conditions for assignment of cabin crew to duties
- OR.OPS.250.CC - Operation on more than one aircraft type or variant
- OR.OPS.255.CC - Single cabin crew member operations
- OR.OPS.260.CC - Senior cabin crew member



## *BR possible shortcomings ?*

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- **BR does not require medical certificates**
  - ✧ NPA proposal: Information to the competent authority is needed in case of 'unfit assessment' as possibly leading to limitation, suspension or revocation of the cabin crew attestation
  
- **BR does not require common criteria be specified for approval of organisations providing cabin crew training**
  - ✧ NPA proposal: Approval based on national requirements





# *Requirements for the Authority*

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## ➤ **Part AR      Subpart CC**

### ★ **Section I      Organisations providing cabin crew training**

- ➔ **AR.CC.100      Approval of organisations providing cabin crew training**

### ★ **Section II      Cabin crew attestations**

- ➔ **AR.CC.200      Procedures for the issue of a cabin crew attestation**
- ➔ **AR.CC.205      Format and specifications for cabin crew attestations**
- ➔ **AR.CC.215      Limitation, suspension or revocation of cabin crew attestations**



## *Final outcome ?*

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- ➔ The proposed implementing rules for cabin crew have been developed **according to the objectives foreseen by the EU legislator** in the Basic Regulation 216/2008
- ➔ The final outcome for the Implementing rules and the acceptable means of compliance will **depend on the contributions from all interested parties** to the NPA



➤ You may now  
unfasten  
your seat-belts

➤ The floor  
is  
yours