



European Aviation Safety Agency

EXPLANATORY NOTE

Guidance Material to Part-CC

1. General

Background

On 8 April 2008 Regulation (EC) No 216/2008 of 20 February 2008¹ (the 'Basic Regulation') entered into force. In addition, the Commission has adopted the necessary rules ('Commission Regulations') for the implementation of the Basic Regulation for the technical requirements and administrative procedures related to civil aviation aircrew². Annex V to this Regulation, Part-CC, establishes the Implementing Rules for cabin crew in commercial air transport operations.

Pursuant to Article 18 of the Basic Regulation, the European Aviation Safety Agency (the 'Agency') shall, where appropriate, issue Acceptable Means of Compliance (AMC) as well as Guidance Material (GM) for the application of the Basic Regulation and its Implementing Rules.

Agency measures

AMC illustrate a means, but not the only means, by which a requirement of an Implementing Rule can be met. Satisfactory demonstration of compliance using published AMC shall provide for presumption of compliance with the related requirement; it is a way to facilitate certification tasks for the applicant and the competent authority.

GM is issued by the Agency to assist in the understanding of the Basic Regulation, its Implementing Rules and Certification Specifications (CSs).

General structure and format

This document is related to Annex V to the Regulation on Aircrew 'Part-CC'.

Publication

The full text of this GM is available on the Agency's [website](#).

For more information, contact the Agency at: RPS@easa.europa.eu.

¹ Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC. (OJ L 79, 19.03.2008, p. 1). Regulation as last amended by Regulation (EC) No 1108/2009 of the European Parliament and of the Council of 21 October 2009 (OJ L 309, 24.11.2009, p. 51).

² Commission Regulation (EU) 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 (OJ L 311, 25.11.2011, p. 1).

2. Consultation on draft proposals

The AMC and GM to Part-CC are developed by the Agency, following a structured process as required by Article 52(1) of the Basic Regulation. Such a process has been adopted by the Agency's Management Board and is referred to as 'The Rulemaking Procedure'³.

The Executive Director Decision 2012/005/R adopts the initial issue of GM to Part-CC as an output of the following Agency rulemaking task:

Rulemaking Task No	TITLE	NPA/CRD No
OPS.001	Acceptable Means of Compliance and Guidance Material for Cabin Crew in Commercial Air Transport Operations	2009-02e

The Notice of Proposed Amendment (NPA) and subsequent Comment Response Document (CRD) have been subject to consultation in accordance with Article 52 of the Basic Regulation and Article 15 of the Rulemaking Procedure established by the Management Board. For detailed information on the proposed changes and their justification, consult CRD 2009-02e⁴ which is available on the Agency's website.

The Agency has addressed and responded to the comments received on the NPA. The responses are contained in a Comment Response Document (CRD), which has been produced for NPA 2009-02e (cf. CRD to NPA 200-02e 'Part-CC'⁵) and is also available on the Agency's website.

In response to the CRD to NPA 200-02e the Agency received on Part-CC a total number of 119 reactions from aviation authorities, airline organisations and cabin crew associations. Out of these 119 reactions, 30 were made to the AMCs/GM.

All reactions received after the publication of the CRDs were taken into consideration for the review of the formerly proposed AMC and the drafting of the present GM to Part-CC.

3. Summary of changes

a) General changes

- i) Changes have been made to specific AMCs and GM to align with any changes at the level of the corresponding Implementing Rules following the adoption process after the Agency's publication of the draft requirements as Opinion 02/2011. This includes changes requested during the Comitology process and additional changes resulting from the legislative process.
- ii) The numbering of paragraphs and subparagraphs has been aligned with that used for the Implementing Rules.

b) Specific changes

- i) **AMC1 CC.GEN.025(b)** 'Privileges and conditions – CONDITIONS': This AMC has been deleted as it is no longer necessary following the amendment made to the Implementing Rules as requested by reactions to the CRD and during the Comitology process.
- ii) **AMC1 CC.TRA.220(b)** 'Initial training course and examination - TRAINING PROGRAMME': This AMC has been deleted as it is no longer necessary since its

³ Management Board decision concerning the procedure to be applied by the Agency for the issuing of opinions, certification specifications and guidance material ('Rulemaking Procedure'), EASA MB 08-2007, 13.6.2007.

⁴ See Rulemaking Archive page: <http://www.easa.europa.eu/rulemaking/r-archives.php>.

⁵ See Rulemaking Archive page: <http://www.easa.europa.eu/rulemaking/r-archives.php>.

content has been upgraded and transferred into an Appendix to Part-CC as requested by reactions to the CRD and agreed on during the Comitology process.

- iii) **GM1 Appendix 1 to Part-CC(3)** 'Initial training course and examination - CREW RESOURCE MANAGEMENT TRAINING TABLE': This GM has been renumbered as a GM to the (new) Appendix 1 to Part-CC point 3 on the Introductory course on crew resource management (CRM) training to provide a more precise reference.
- iv) Also, some reactions to the CRD showed some misunderstanding of the purpose of the CRM training table. A new sentence has therefore been added to clarify the status of those elements in the table that are identified as 'not required' during the initial training course. These elements would however be covered during subsequent training as required by Part-ORO, of the draft Regulation on Air Operations.