



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

Certification Specifications

Cabin Crew Data

CS-CCD

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OSD Workshop

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Agenda

Dagmar

- What is CS-CCD?
- How does it affect end users (operators, NAAs, cabin crew)?

Luana


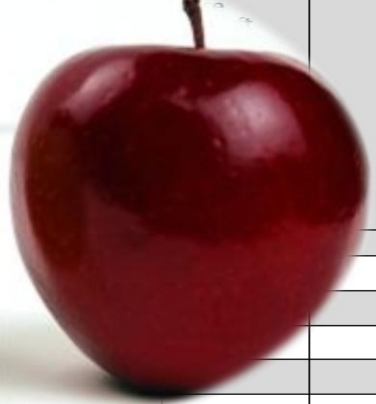

- OEB CC vs. OSD CC – comparison summary
- OSD CCD Implementation activity



Applicability...

- a/c with a pax seating capacity of more than 19 seats
- a/c with a pax seating capacity of 19 seats or less required to carry CC
- any other a/c with a pax seating capacity of 19 seats or less if voluntarily elected by the applicant

Determination of a new type and a variant

| Aircraft difference table | | | | | | | |
|---|--|--|--|--|--|--|--|
| Base aircraft | | | | | | | |
| Candidate aircraft | | | | | | | |
| Determination | | Existing difference from | Description of identified differences | | | | |
|  | |  |  | | | | |
| DC | | | | | | | |
| AIRCRAFT | | | | | | | |
| NORMAL AND EMERGENCY OPERATIONS | | | | | | | |
| | | | | | | | |
| | | | | | | | |

...by manufacturer/design org. & EASA...

Type specific data

comprehensive data about the aircraft

...to support operators in development of aircraft type training

➤ **Subpart C**

- ✓ required data (e.g. cabin & flight crew compartments, aircraft systems, etc.)
- ✓ supplementary data (e.g. portable safety & emergency equipment, etc.)

➤ **Subpart D (Cabin Aspects of Special Emphasis)**

- ✓ any other data the end user should be aware of (e.g. evacuation demonstration test 25.803)





How does it affect the end user?

(operator, NAA, cabin crew)





Link to OSD in OPS requirements

- ORO.CC.125 Aircraft type specific and operator conversion training
- ORO.CC.130 Differences training
- AMC1 ORO.CC.125(b) & ORO.CC.130(c) ...
- ORO.CC.250 Operation on more than one aircraft type or variant

...application of CS-CCD type specific data

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

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;



Subpart B (cs-ccd)

Determination of a new type and a variant

✓ **to support...**

ORO.CC.250 (Reg.965/2012)

Operation on more than 1 type or variant

✓ **and... to eliminate the risk of errors due to
too many differences**



Implementation activity



Agenda Highlights



Transition from OEB CC to OSD CCD



OSD CCD Implementation: Process Paths



OSD-CCD Transition (GF & CUP)



OSD-CCD On-going & Future Applications



OSD-CCD Related Compliance



Transition from OEB CC to OSD CCD

| Item | OEB CC | OSD CCD |
|---------------|--|---|
| Status | Optional evaluation, voluntarily requested by the OEMs, and a service to Industry. | Part of mandatory operational evaluation of a/c, referenced in the TCDS and conditioning EIS. |
| Applicability | Optional for all pax a/c, based on the OEMs' request. | Mandatory for a/c with: <ul style="list-style-type: none"> - > 19 seats; - ≤ 19 seats required to carry CC. Optional for a/c with ≤19 seats. |
| Stakeholders | TCHs; Operators; Training Providers; NAAs | TCHs; Operators; NAAs; Training Providers (under AOC) |
| Content | Determination of type or variant for CC operations. Recommendations for the associated CC training. | Determination of type or variant for CC operations. Assessment of type specific data for aircraft types. |
| Outcome | Report with recommendations to be used by: <ul style="list-style-type: none"> -Operators & Training Providers for developing their training programs; -NAAs (as basis for approval of their Operators' CC training programs). Individual OEB-CC Report. | Approval of type or variant and of the associated type specific data provided by the TCH (in compliance with CS-CCD), to support development of CC training programs by Operators and Training Providers. Individual OSD-CCD Output to be referenced in the TCDS. |



OSD CCD implementation process addresses:

Transition measures

- Grandfathering (GF)
- Catch Up (CUP)

OSD CCD activity post OSD Adoption

- On-going Evaluations
- Future Applications



For TC Holders:

➤ Existing TC

- **With (J)OEB** CC existing reports: the content that corresponds to the OSD CC will be grandfathered, as required by amended Part 21 (Reg. 748/2012, Article 7a(3)). TCH to propose **grandfathered** content before **18th June 2014.= GF**
- **Without (J)OEB** CC reports: the TCH of a type-certificate previously issued and intending to deliver a new aircraft to an EU operator shall complete the OSD CCD **by 18th December 2015 or before** the aircraft is **operated** by an EU operator, whichever is the latest (Reg. 748/2012, Article 7a). **= CUP**

Note: Catch-Up Process (CUP)= reduced evaluation process giving credit to already approved by the NAA training syllabi.

For TC Holders:

➤ New TC

- **On-going evaluations (application submitted):** the TCH shall complete the OSD CCD by **18th December 2015 or before** the aircraft is **operated** by an EU operator, whichever is the latest. (Reg. 748/2012, Article 7a).
- **Future Applications:** The OSD-CCD is a mandatory requirement prior to the aircraft being operated by an EU operator. (Reg. 748/2012, Article 7a)

Note: TC Holder shall make the operational suitability data available: to all known operators of the aircraft; to the Competent Authority; to any person required to comply with elements of the OSD. (21.A.62)



For Training Organisations (under AOC):

- ▶ Type training and differences training **courses approved before** the approval of the OSD CC in the operational suitability data for the relevant type of aircraft in accordance with Regulation (EU) No 748/2012 shall include the mandatory training elements not later than **two years after adoption** of OSD Regulation **or within two years after** the operational suitability **data was approved**, whichever is the latest.
- ▶ Type training and differences training **courses seeking approval after** the OSD Regulation adoption shall include the relevant elements defined in the mandatory part of the operational suitability data established in accordance with Regulation 748/2012.



For Operators:

- Operators shall ensure that cabin crew members who are already in operation and have completed training in accordance with Subparts CC of Annex III which **did not include** the mandatory elements established in the relevant operational suitability data, undertake training covering those mandatory elements not later than **18 Dec 2017 or two years after** the operational suitability **data was approved**, whichever is the latest.
- For operation of **new aircraft having an approved OSD** referred in their TCDS, the operators shall ensure before starting operation that cabin crew members complete training in accordance with Subpart CC of Annex III **including** the relevant elements defined in **the mandatory part** of the operational suitability data established in accordance with Regulation 748/2012.



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Questions



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