



NOTICE OF PROPOSED AMENDMENT (NPA) No 2009-02E

**DRAFT OPINIONS OF THE EUROPEAN AVIATION SAFETY AGENCY,
FOR A COMMISSION REGULATION establishing the implementing rules for air
operations of Community operators**

and

**DRAFT DECISIONS OF THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION
SAFETY AGENCY on
acceptable means of compliance, certification specifications and guidance material
related to the implementing rules for air operations of Community operators**

"Implementing Rules for Air Operations of Community Operators"

E. Draft Opinion and Decision Part-CC and Supplement to Draft Opinion Part-MED

NOTE: This NPA contains the draft Opinion on the Implementing Rules for Air Operations of Community Operators, the Subparts related to Air Operations of the draft Opinion on the Implementing Rules for Organisation Requirements, the Subparts related to Air Operations of the draft Opinion on the Implementing Rules for Authority Requirements and the related draft Decisions (AMC, CS and GM). The NPA is split into seven separate NPAs (2009-02A, 2009-02B, 2009-02c, 2009-02D, 2009-02E, 2009-02F AND 2009-02G) as indicated in the Table of Reference below. The documents are published in the Comment-Response Tool (CRT) available at <http://hub.easa.europa.eu/crt/>.

TABLE OF REFERENCE FOR NPA 2009-02:

A.	EXPLANATORY NOTE:	SEE NPA 2009-02A
I.	GENERAL	SEE NPA 2009-02A
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III.	COMMENT RESPONSE DOCUMENT	SEE NPA 2009-02A
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V.	APPENDICES	SEE NPA 2009-02A
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VIII. Draft Opinion Part-Cabin Crew (Part-CC)**Annex V to the Personnel Cover Regulation
PART-CABIN CREW****Subpart GEN
GENERAL REQUIREMENTS****CC.GEN.001 Competent authority**

For the purpose of this Part, the competent authority shall be the authority designated by the Member State to whom a person applies for the issuance of a cabin crew attestation.

CC.GEN.005 Scope

This Part establishes the requirements for the issue of cabin crew attestations and the conditions of their validity and use by cabin crew members in commercial air transport operations.

CC.GEN.010 Definition

For the purpose of this Part, the following definition shall apply:

'*Cabin crew member*' means a crew member, other than a flight crew member or technical crew member, who performs duties in the interests of safety of passengers and aircraft during operations.

CC.GEN.015 Application

An application for a cabin crew attestation shall be made in a form and manner established by the competent authority.

CC.GEN.020 Minimum age

An applicant for a cabin crew attestation shall be at least 18 years of age.

CC.GEN.025 Privileges and conditions

- (a) The privileges of holders of a cabin crew attestation are to act as cabin crew member in commercial air transport operations.
- (b) Holders of a cabin crew attestation shall only exercise their privileges if they comply with this Part and the applicable requirements of Part-OR for the aircraft to be operated.

Subpart CCA
SPECIFIC REQUIREMENTS FOR THE CABIN CREW ATTESTATION

CC.CCA.100 Cabin crew attestation

- (a) A cabin crew attestation shall only be issued to an applicant after the successful completion of:
 - (1) the initial medical examination and assessment in accordance with Part-MED; and
 - (2) an initial safety training course and the associated examination in accordance with this Part.
- (b) A cabin crew attestation shall be issued by the competent authority, or on its behalf, by:
 - (1) the operator specifically approved to do so in accordance with Part-OR, or
 - (2) the training organisation specifically approved to do so in accordance with the applicable national requirements,that conducted the examination following the initial safety training course.
- (c) Holders of a cabin crew attestation shall carry it when exercising their privileges together with the list of aircraft type(s) they are proficient to operate on.

CC.CCA.105 Validity of the cabin crew attestation

The cabin crew attestation shall remain valid as long as the holder:

- (a) complies with the requirements for medical fitness of cabin crew specified in Part-MED;
- (b) complies with the training requirements specified in this Part; and
- (c) has exercised their privileges within the preceding 6 months on at least one aircraft type or has undergone the appropriate training course on the type in accordance with this Part and with Part-OR as relevant.

CC.CCA.110 Limitation, suspension and revocation of the cabin crew attestation

- (a) When the holder does not comply with the requirements of this Part, the cabin crew attestation may be limited, suspended or revoked by the competent authority.
- (b) Upon limitation, the holder shall exercise the privileges of their cabin crew attestation in accordance with the applicable limitation.
- (c) Upon suspension or revocation, the holder shall not exercise the privileges of their cabin crew attestation and shall return their cabin crew attestation in accordance with the applicable procedure established by the competent authority.

Subpart TRA
TRAINING REQUIREMENTS FOR THE CABIN CREW ATTESTATION

CC.TRA.115 Conduct of training courses, examination and checking

The training courses and the associated examination or checking specified in this Part shall:

- (a) be conducted according to a programme approved by the competent authority;
- (b) be provided only by an operator or a training organisation that are specifically approved to do so by the competent authority; and
- (c) be performed by personnel suitably qualified and experienced.

CC.TRA.120 Initial safety training and examination

- (a) Applicants for a cabin crew attestation shall undergo an initial safety training course to familiarise themselves with the aviation environment and to acquire the adequate general knowledge and basic proficiency required to perform cabin crew duties and responsibilities.
- (b) The programme of the initial safety training course shall include theoretical and practical training and shall cover at least the following:
 - (1) general theoretical knowledge on aviation, aviation regulations relevant to cabin crew and the safety functions and responsibilities of cabin crew;
 - (2) communication;
 - (3) introductory course to human factors (HF) in aviation and to crew resource management (CRM) conducted by at least one cabin crew CRM instructor;
 - (4) passenger handling and cabin surveillance;
 - (5) aero-medical aspects and first aid;
 - (6) dangerous goods;
 - (7) security;
 - (8) fire and smoke training; and
 - (9) survival training on ground and in water.
- (c) Applicants for a cabin crew attestation shall undergo an examination covering all subjects of the training programme specified in (b) to demonstrate they have attained the level of proficiency required in (a).

CC.TRA.125 Aircraft type-specific training and checking

- (a) For extending the privileges of their cabin crew attestation on an aircraft type determined in accordance with the applicable requirements of Part-21, cabin crew members shall undergo:
 - (1) a training course to acquire the adequate proficiency to perform all cabin crew duties as relevant to the type; and
 - (2) the associated checking covering all training subjects to demonstrate they have attained the required level of proficiency.
- (b) The programme of the training course shall:
 - (1) be based on the specific data provided for the relevant aircraft type in accordance with the applicable requirements of Part-21;
 - (2) include training and practice on either a representative training device or on the actual aircraft; and
 - (3) cover those elements that are aircraft type-specific for at least the following training subjects:
 - (i) aircraft general description;

- (ii) all safety equipment and systems installed;
 - (iii) normal and emergency procedures;
 - (iv) actual operation and opening by each cabin crew member of each type or variant of normal and emergency doors and exits in the normal and emergency modes, and demonstration of the operation of the other exits;
 - (v) fire and smoke training;
 - (vi) evacuation procedures including slide training where fitted;
 - (vii) pilot incapacitation; and
 - (viii) crew resource management (CRM).
- (c) To exercise their privileges on an aircraft type, cabin crew members shall in addition to the training required in (b) undergo the related operator's aircraft type training in accordance with the applicable requirements specified in Part-OR.

CC.TRA.135 Recurrent training and checking

- (a) Cabin crew members shall undergo every 12 calendar months:
- (1) a recurrent training course to maintain the adequate proficiency to perform all cabin crew duties and responsibilities; and
 - (2) the associated checking covering all subjects of the training programme to demonstrate they maintain the required level of proficiency .
- (b) The programme of a recurrent training course shall cover:
- (1) every 12 calendar months,
 - (i) review and update as relevant of aviation regulations, crew resource management, incident and accident review, effects of surface contamination; and
 - (ii) for each aircraft type or variant to be operated, the type-specific emergency and evacuation procedures and individual touch-drills by each cabin crew member for opening each type or variant of normal and emergency doors and exits for passenger evacuation.
 - (2) in addition to (1), within intervals not exceeding 3 years, each cabin crew member shall complete for each aircraft type or variant to be operated:
 - (i) actual operation and opening in a representative training device or in the actual aircraft of each type or variant of normal and emergency exits in the normal and emergency modes; and
 - (ii) training on the use of equipment and systems relevant to pilot incapacitation.

IX. Draft Decision AMC and GM to Part-Cabin Crew (Part-CC)**Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-CC****Subpart TRA****TRAINING REQUIREMENTS FOR THE CABIN CREW ATTESTATION****AMC CC.TRA.115 Conduct of training courses, examination and checking**

EXAMINATION AND CHECKING

1. Elements of training which require individual practical participation may be combined with practical checks.
2. Examination and checking required for each training course should be accomplished by the method appropriate to the type of training including:
 - 2.1 practical demonstration;
 - 2.2 computer based assessment;
 - 2.3 in-flight checks; and
 - 2.4 oral or written tests.

AMC CC.TRA.120 Initial safety training and examination

TRAINING PROGRAMME

The training programme of an initial safety training course should include at least the following:

1. *General theoretical knowledge, duties and responsibilities:*
 - 1.1. general knowledge of relevant aviation terminology, theory of flight, passenger distribution, areas of operation; meteorology and effects of surface contamination;
 - 1.2 aviation regulations relevant to cabin crew and the role of the competent authority;
 - 1.3 duties and responsibilities of cabin crew during operations and the need to respond promptly and effectively to emergency situations;
 - 1.4 continuing competence and fitness to operate as a cabin crew member including as regards flight and duty time limitations and rest requirements;
 - 1.5 the importance of ensuring that relevant documents and manuals are kept up-to-date, with amendments provided by the operator as applicable;
 - 1.6 the importance of cabin crew performing their duties in accordance with the operations manual of the operator;
 - 1.7 the importance of the pre-flight briefing of the cabin crew and the provision of necessary safety information with regards to their specific duties; and
 - 1.8 the importance of identifying when cabin crew members have the authority and responsibility to initiate an evacuation and other emergency procedures.
2. *Communication*
During training, emphasis should be placed on the importance of effective communication between cabin crew and flight crew including technique, common language and terminology.
3. *Introductory course to human factors (HF) and crew resource management (CRM):*
The training items should be covered in depth in accordance with the applicable programme specified in the CRM training Table 1 in AMC CC.TRA.120, CC.TRA.125 and CC.TRA.135 including at least the following:

- 3.1. *General*: Human factors in aviation, general instructions on CRM principles and objectives, human performance and limitations;
- 3.2. *Relevant to the individual cabin crew member*: personality awareness, human error and reliability, attitudes and behaviours, self-assessment; stress and stress management; fatigue and vigilance; assertiveness; situation awareness, information acquisition and processing.
4. *Passenger handling and cabin surveillance*:
 - 4.1 the importance of correct seat allocation with reference to aeroplane mass and balance, the special categories of passengers and the necessity of seating able-bodied passengers adjacent to unsupervised exits;
 - 4.2 rules covering the safe stowage of cabin baggage and cabin service items and the risk of it becoming a hazard to occupants of the cabin or otherwise obstruction or damaging emergency equipment or aeroplane exits;
 - 4.3 advice on the recognition and management of passengers who are, or become, intoxicated with alcohol or are under the influence of drugs or are aggressive;
 - 4.4 precautions to be taken when live animals are carried in the cabin;
 - 4.5 duties to be undertaken in the event of turbulence, including securing the cabin; and
 - 4.6 methods used to motivate passengers and the crowd control necessary to expedite an aeroplane evacuation.
5. *Aero-medical aspects and first aid*:
 - 5.1 general instruction on aero-medical aspects and survival;
 - 5.2 the physiological effects of flying with particular emphasis on hypoxia and oxygen requirements;
 - 5.3 basic first aid including care of:
 - a. air sickness;
 - b. hyperventilation;
 - c. burns;
 - d. wounds;
 - e. the unconscious; and
 - f. fractures and soft tissue injuries.
 - 5.4 in-flight medical emergencies and associated first aid covering at least:
 - a. asthma;
 - b. stress and allergic reactions;
 - c. shock;
 - d. diabetes;
 - e. choking;
 - f. epilepsy;
 - g. childbirth;
 - h. stroke; and
 - i. heart attack;
 - 5.5 the use of appropriate equipment including first aid oxygen, first-aid kits and emergency medical kits and their contents;
 - 5.6 practical cardio-pulmonary resuscitation training by each cabin crew member using a specifically designed dummy and taking account of the characteristics of an aircraft environment; and
 - 5.7 travel health and hygiene including:
 - a. hygiene on board;
 - b. risk of contact with infectious diseases and means to reduce such risks;

- c. handling of clinical waste;
 - d. aircraft disinfection;
 - e. handling of death on board; and
 - f. alertness management, physiological effects of fatigue, sleep physiology, circadian rhythm and time zone changes.
6. *Dangerous goods:*
- 6.1 general principles;
 - 6.2 importance of procedures and reporting; and
 - 6.3 applicable packaging and limitations.
7. *Security*
8. *Fire and smoke training:*
- 8.1 emphasis on the responsibility of cabin crew to deal promptly with emergencies involving fire and smoke and, in particular, emphasis on the importance of identifying the actual source of the fire;
 - 8.2 the importance of informing the flight crew immediately, as well as the specific actions necessary for coordination and assistance, when fire or smoke is discovered;
 - 8.3 the necessity for frequent checking of potential fire-risk areas including toilets, and the associated smoke detectors;
 - 8.4 the classification of fires and the appropriate type of extinguishing agents and procedures for particular fire situations, the techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space; and
 - 8.5 the general procedures of ground-based emergency services at aerodromes.
9. *Survival training*
- 9.1 Survival training on the ground should include hostile environment (e.g. polar, desert or jungle).
 - 9.2 Water survival training should include the actual donning and use of personal flotation equipment in water and use of life-rafts or similar equipment, as well as actual practice in water.

AMC CC.TRA.120, CC.TRA.125 and CC.TRA.135 Initial, Aircraft type-specific and recurrent training and checking

CRM TRAINING PROGRAMMES

The CRM Training - Table 1 recapitulates the relevant elements of CRM that should be included in each type of training as applicable and shows the level to be attained.

CRM Training - Table 1 Training Elements	Introductory HF and CRM Course	Aircraft Type- Specific CRM Training	Annual Recurrent CRM Training
General Principles			
Human factors in aviation; General instructions on CRM principles and objectives; Human performance and limitations.	In depth	Not required	Not required
Relevant to the individual cabin crew member			
Personality awareness, human error and reliability, attitudes and behaviours, self-assessment; Stress and stress management; Fatigue and vigilance; Assertiveness; situation awareness, information acquisition and processing.	In depth	Not required	Overview (3 year cycle)

Relevant to the whole aeroplane crew			
Error prevention and detection; Shared situation awareness, information acquisition & processing; Workload management; Effective communication and coordination between all crew members including the flight crew as well as inexperienced cabin crew members, cultural differences; Leadership, cooperation, synergy, decision-making, delegation; Individual and team responsibilities, decision making, and actions; Identification and management of the passenger human factors: crowd control, passenger stress, conflict management, medical factors.	Not required	Relevant to the type(s)	Overview (3 year cycle)
Specifics related to aeroplane types (narrow / wide bodies, single / multi deck), flight crew and cabin crew composition and number of passengers		In depth	
Relevant to the operator and the organisation (principles)			
Company safety culture, SOPs, organisational factors, factors linked to the type of operations; Effective communication and coordination with other operational personnel and ground services; Participation in cabin safety incident and accident reporting.	Not required	Relevant to the type(s)	Overview (3 year cycle)
Case based studies			Required

AMC CC.TRA.125 Aircraft type-specific training and checking

TRAINING PROGRAMME

The following subjects should be covered as relevant to the aircraft type:

1. *Aircraft description*
 - 1.1 Type of aeroplane; principal dimensions; narrow or wide bodied; single or double deck;
 - 1.2 Typical max take-off weight/typical engines/speed/altitude/range;
 - 1.3 Typical passenger seating capacity (certified capacity);
 - 1.4 Typical flight crew number and typical minimum number of required cabin crew as determined in accordance with Part 21;
 - 1.5 Cabin doors location and sill height;
 - 1.6 Un-pressurised areas/cargo/gears/fuel tanks/flight controls;
 - 1.7 Aeroplane systems – general: APU/Aeroplane electrical power/Air conditioning and pressurisation;
 - 1.8 Cockpit presentation- general: pilot seats and their mechanism; cockpit exits; storage;
 - 1.9 Typical cabin crew stations;
 - 1.10 Passenger seats-general presentation;
 - 1.11 Flight deck security-general: door components and use;
 - 1.12 Access to avionic bays;
 - 1.13 Lavatories- general: doors; systems; emergency equipments, calls and signs;
 - 1.14 Galleys- general: appliances; water and waste; control panels; calls and signs;
 - 1.15 Least risk bomb location.

2. *Safety equipment and systems installed*

Each cabin crew member should receive realistic training on, and demonstration of, the location and use of all type-specific safety equipment including the following:

 - 2.1 slides, and where non-self-supporting slides are carried, the use of any associated ropes;
 - 2.2 life-rafts and slide-raft, including the equipment attached to, and/or carried in, the raft;
 - 2.3 dropout oxygen system;
 - 2.4 communication equipment; and
 - 2.5 other cabin equipment and systems installed relevant to cabin crew duties.
3. *Normal and emergency procedures*
 - 3.1 Passenger management and cabin surveillance.

Training specific to the aircraft type should be provided on the practical aspects of passenger management and cabin surveillance in preparation to normal and emergency procedures as applicable; and
 - 3.2 Type-specific elements or conditions relating to severe air turbulence, sudden decompression or other in-flight emergencies should also be covered.
4. *Operation of doors and exits*
 - 4.1 This training should be conducted in a representative training device or in the actual aircraft and should include failure of power assist systems where fitted and the action and forces required to operate and deploy evacuation slides; and
 - 4.2 The demonstration of the operation of the other exits should include flight deck windows.
5. *Fire and smoke training*

Each cabin crew member should be trained in extinguishing a fire representative of an in-flight fire in a smoke-filled environment as relevant to the aircraft type, with particular emphasis on identifying the actual source of fire and smoke, and on the use of smoke protection equipment used in aviation.
6. *Evacuation procedures*
 - 6.1. Training should include the recognition of planned or unplanned evacuations on land or water; the recognition of when exits are unusable or when evacuation equipment is unserviceable; and
 - 6.2. Evacuation slide training:
 - a. Each cabin crew member should descend an evacuation slide from a height representative of the aircraft main deck sill height;
 - b. The slide is fitted to a representative training device or to the actual aircraft; and
 - c. A further descent should be made when the cabin crew member qualifies on an aircraft type in which the main deck exit sill height differs significantly from any aircraft type previously operated.
7. *Pilot incapacitation*

The training should cover any type-specific elements or conditions relevant to cabin crew actions to be taken in case of pilot incapacitation.
8. *Crew resource management*

Training on CRM should cover the applicable programme specified in the CRM training Table 1 in AMC CC.TRA.120, CC.TRA.125 and CC.TRA.135.

AMC CC.TRA.135 Recurrent training and checking

TRAINING PROGRAMME AND VALIDITY

1. *Crew resource management*

The CRM training should satisfy the following:

- 1.1 The definition and implementation of this training should cover the applicable programme specified in the CRM training Table 1 in AMC CC.TRA.120, CC.TRA.125 and CC.TRA.135 and be managed by a cabin crew CRM instructor;
- 1.2 When CRM training is provided by stand-alone modules, it should be conducted by at least one cabin crew CRM instructor;
- 1.3 Case based studies as relevant to the aircraft type should be completed every year.

2. *Operation of doors and exits within intervals not exceeding 3 years*

This training should be conducted in a representative training device or in the actual aircraft and should include failure of power assist systems where fitted and the action and forces required to operate and deploy evacuation slides.

3. *Validity*

The period of validity of the annual recurrent training and associated checking should be 12 calendar months in addition to the remainder of the month of completion.

X. Supplement to Draft Opinion Part-Medical (Part-MED)

Note: Please note that the Draft Opinion Part-Medical has already been published on 5 June 2008 in NPA 2008-17c "Implementing Rules for Pilot Licensing – C. Part Medical". For ease of reference in the below text, links to the Comment-Response Tool (CRT) are given for those Subparts already published.

Note: All proposals presented here are therefore a supplement and only relate to the medical fitness of cabin crew.

**Annex II to the Personnel Cover Regulation
PART-MEDICAL**

See: NPA 2008-17c published on <http://hub.easa.europa.eu/crt/docs>

**Subpart A
GENERAL REQUIREMENTS**

**Section 1
General**

See: NPA 2008-17c published on <http://hub.easa.europa.eu/crt/docs>

**Section 2
Issuance, revalidation and renewal of medical certificates**

See: NPA 2008-17c published on <http://hub.easa.europa.eu/crt/docs>

**Section 3
Suspension and revocation**

See: NPA 2008-17c published on <http://hub.easa.europa.eu/crt/docs>

**NEW Section 4
Medical fitness of cabin crew**

MED.A.070 General

- (a) Cabin crew members shall be physically and mentally fit to perform their duties and responsibilities safely and shall comply with the applicable requirements specified in this Part.
- (b) Cabin crew members holding a cabin crew attestation shall not exercise their privileges:
 - (1) when they have been assessed unfit according to the medical requirements prescribed in Subpart E; and
 - (2) when they are aware of any decrease in their medical fitness which might render them unable to perform their duties and responsibilities.

MED.A.075 Frequency of aero-medical examinations and assessments

- (a) *For cabin crew in non-commercial operations*
Cabin crew members shall undergo an aero-medical examination and assessment to verify that they are free from any physical or mental illness which might lead to inability or incapacitation to perform their assigned duties and responsibilities:
 - (1) before being first assigned to operate on an aircraft; and thereafter

- (2) every 5 years until the age of 40;
- (3) every 3 years until the age of 50;
- (4) every 2 years from the age of 50 onwards.

(b) *For cabin crew in commercial operations*

Applicants for and holders of a cabin crew attestation shall undergo an aero-medical examination and assessment to verify that they are free from any physical or mental illness, which might lead to inability or incapacitation to exercise their privileges:

- (1) before being issued a cabin crew attestation; and thereafter
- (2) every 3 years until the age of 40;
- (3) every 2 years until the age of 50;
- (4) every 12 months from the age of 50 onwards.

MED.A.080 Aero-medical examinations and assessments

(a) *For cabin crew in non-commercial operations*

Aero-medical examinations and assessments shall be conducted according to the medical requirements prescribed in Subpart E, and if permitted under national law by a GMP qualified in accordance with this Part or by an AME.

(b) *For cabin crew in commercial operations*

- (1) Aero-medical examinations and assessments of medical fitness of applicants for and holders of a cabin crew attestation shall be conducted by an AME qualified for the issuance of Class 2 medical certificates or by an AeMC.
- (2) When assessing the medical fitness of an applicant for, or holder of, a cabin crew attestation, the AME or AeMC may use the results of recent medical examinations or investigations undertaken by the applicant or holder to comply with occupational health requirements, provided such examinations or investigations comply clinically and technically with the applicable requirements of this Part.
- (3) The AME or AeMC shall verify that the applicant for, and holder of, a cabin crew attestation complies with the medical requirements prescribed in Subpart E and shall inform the applicant or holder in writing indicating the date of the examination and assessment and whether they have been assessed fit or unfit.
- (4) In case of suspected unfitness and of unfit assessment, the cabin crew member shall:
 - (i) be referred to the competent authority by the AME or AeMC in a form and manner established by the competent authority in relation with the procedures applicable to the cabin crew attestation; and
 - (ii) be informed on their right of appeal to the competent authority.

Subpart B
REQUIREMENTS FOR MEDICAL CERTIFICATES

See: NPA 2008-17c published on <http://hub.easa.europa.eu/crt/docs>

Subpart C
AERO MEDICAL EXAMINERS (AMES)

See: NPA 2008-17c published on <http://hub.easa.europa.eu/crt/docs>

Subpart D
GENERAL MEDICAL PRACTITIONERS (GMPS)

See: NPA 2008-17c published on <http://hub.easa.europa.eu/crt/docs>

NEW MED.D.005 **Requirements for general medical practitioners assessing medical fitness of cabin crew**

In order to conduct aero-medical examinations and assessments of medical fitness of cabin crew involved in non-commercial operations, GMP shall comply with the requirements specified in MED.D.001 except (b) (2).

NEW Subpart E
REQUIREMENTS FOR MEDICAL FITNESS OF CABIN CREW

Section 1
General

MED.E.001 General requirements

- (a) Cabin crew members shall be free from any:
 - (1) abnormality, congenital or acquired;
 - (2) active, latent, acute or chronic disease or disability;
 - (3) wound, injury or sequelae from operation;
 - (4) effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken that would entail a degree of functional incapacity which might lead to inability or sudden incapacitation to perform their duties and responsibilities safely and in the case of holders of a cabin crew attestation to exercise their privileges safely.
- (b) When clinically indicated, medical examinations and investigations additional to those prescribed in this Subpart may be required.

Section 2
Specific requirements for medical fitness of cabin crew

MED.E.005 Cardiovascular System

- (a) *Examination*
 - (1) A standard 12-lead resting electrocardiogram (ECG) and report shall be completed on clinical indication, and at the first examination after the age of 40 and then every 2 years after the age of 50.
 - (2) Extended cardiovascular assessment shall be required when clinically indicated.
- (b) *Cardiovascular System – General*
 - (1) Cabin crew members shall not possess any cardiovascular disorder which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.
 - (2) Cabin crew members with any of the following conditions:
 - (i) aneurysm of the thoracic or supra-renal abdominal aorta, before or after surgery;
 - (ii) significant abnormality of any of the heart valves;
 - (iii) a cardiovascular condition requiring systemic anticoagulant therapy;
 - (iv) heart or heart/lung transplantationshall be assessed as unfit.
 - (3) Cabin crew members with an established diagnosis of one of the following conditions:
 - (i) peripheral arterial disease before or after surgery;
 - (ii) aneurysm of the infrarenal abdominal aorta, before or after surgery;
 - (iii) minor cardiac valvular abnormalities;
 - (iv) after cardiac valve surgery;
 - (v) abnormality of the pericardium, myocardium or endocardium;
 - (vi) congenital abnormality of the heart, before or after corrective surgery;
 - (vii) recurrent vasovagal syncope;

- (viii) arterial or venous thrombosis;
 - (ix) pulmonary embolism
- shall be evaluated by a cardiologist before a fit assessment can be considered.

(c) *Blood Pressure*

- (1) The blood pressure shall be recorded at each examination.
- (2) The cabin crew member's blood pressure shall be within normal limits.
- (3) The initiation of medication for the control of blood pressure shall require a period of temporary suspension of fitness to establish the absence of significant side effects.

(d) *Coronary Artery Disease*

- (1) Cabin crew members with:
 - (i) cardiac ischaemia;
 - (ii) symptomatic coronary artery disease; or
 - (iii) symptoms of coronary artery disease controlled by medication;shall be assessed as unfit
- (2) Cabin crew members who are asymptomatic after myocardial infarction or surgery for coronary artery disease shall have fully recovered before a fit assessment can be considered.

(e) *Rhythm/Conduction Disturbances*

- (1) Cabin crew members with any significant disturbance of cardiac conduction or rhythm, including:
 - (i) disturbance of supraventricular rhythm, including intermittent or established sinoatrial dysfunction, atrial fibrillation and/or flutter and asymptomatic sinus pauses;
 - (ii) complete left bundle branch block;
 - (iii) Mobitz type 2 atrioventricular block;
 - (iv) broad and/or narrow complex tachycardia;
 - (v) ventricular pre-excitation; or
 - (vi) asymptomatic QT prolongationshall be evaluated before a fit assessment can be considered.
- (2) Cabin crew members with any of the following:
 - (i) incomplete bundle branch block;
 - (ii) complete right bundle branch block;
 - (iii) stable left axis deviation;
 - (iv) asymptomatic sinus bradycardia;
 - (v) asymptomatic sinus tachycardia;
 - (vi) asymptomatic isolated uniform supra-ventricular or ventricular ectopic complexes;
 - (vii) first degree atrioventricular block; or
 - (viii) Mobitz type 1 atrioventricular blockmay be assessed as fit in the absence of any other abnormality and subject to satisfactory evaluation.
- (4) Cabin crew members with a history of:
 - (i) ablation therapy; or
 - (ii) pacemaker implantationshall undergo satisfactory cardiovascular evaluation before a fit assessment can be made.
- (5) Cabin crew members with:
 - (i) symptomatic sinoatrial disease;

- (ii) complete atrioventricular block;
 - (iii) symptomatic QT prolongation;
 - (iv) an automatic implantable defibrillating system; or
 - (v) an anti-tachycardia pacemaker
- shall be assessed as unfit.

MED.E.010 Respiratory System

- (a) Cabin crew members with significant impairment of pulmonary function shall be assessed as unfit. A fit assessment may be considered once pulmonary function has recovered and is satisfactory.
- (b) Cabin crew members are required to undertake pulmonary function tests on clinical indication.
- (c) Cabin crew members with a history or established diagnosis of:
 - (1) asthma;
 - (2) active inflammatory disease of the respiratory system;
 - (3) active sarcoidosis;
 - (4) pneumothorax;
 - (5) sleep apnoea syndrome;
 - (6) major thoracic surgery;shall undergo respiratory evaluation with a satisfactory result before a fit assessment can be considered.
- (d) Cabin crew members who have undergone a partial pneumonectomy shall be assessed as unfit.

MED.E.015 Digestive System

- (a) Cabin crew members shall not possess any functional or structural disease of the gastro-intestinal tract or its adnexa which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.
- (b) Cabin crew members with any sequelae of disease or surgical intervention in any part of the digestive tract or its adnexa likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression shall be assessed as unfit.
- (c) Cabin crew members shall be free from herniae that might give rise to incapacitating symptoms.
- (d) Cabin crew members with disorders of the gastro-intestinal system including:
 - (1) recurrent dyspeptic disorder requiring medication;
 - (2) pancreatitis;
 - (3) symptomatic gallstones;
 - (4) an established diagnosis or history of chronic inflammatory bowel disease; or
 - (5) after surgical operation on the digestive tract or its adnexa, including surgery involving total or partial excision or a diversion of any of these organs;may be assessed as fit after successful treatment or full recovery after surgery and subject to satisfactory evaluation.

MED.E.020 Metabolic and Endocrine Systems

- (a) Cabin crew members shall not possess any functional or structural metabolic, nutritional or endocrine disorder which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

- (b) Cabin crew members with metabolic, nutritional or endocrine dysfunction may be assessed as fit subject to demonstrated stability of the condition and satisfactory aero-medical evaluation.
- (c) *Diabetes mellitus*
 - (1) Cabin crew members with diabetes requiring insulin shall be assessed as unfit.
 - (2) Cabin crew members with diabetes mellitus not requiring insulin shall be assessed as unfit unless it can be demonstrated that blood sugar control has been achieved.

MED.E.025 Haematology

- (a) Cabin crew members shall not possess any haematological disease which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.
- (c) Cabin crew members with a haematological condition, such as:
 - (1) abnormal haemoglobin, including, but not limited to anaemia, polycythaemia or haemoglobinopathy;
 - (2) coagulation, haemorrhagic or thrombotic disorder;
 - (3) significant lymphatic enlargement;
 - (4) acute or chronic leukaemia;
 - (5) enlargement of the spleenmay be assessed as fit subject to satisfactory aeromedical evaluation.

MED.E.030 Genitourinary System

- (a) Cabin crew members shall not possess any functional or structural disease of the renal or genito-urinary system or its adnexa which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.
- (b) Urinalysis shall form part of every aeromedical examination. The urine shall contain no abnormal element considered to be of pathological significance.
- (c) Cabin crew members with any sequela of disease or surgical procedures on the kidneys or the urinary tract likely to cause incapacitation, in particular any obstruction due to stricture or compression shall be assessed as unfit.
- (d) Cabin crew members with a genitourinary disorder, such as:
 - (1) renal disease; or
 - (2) one or more urinary calculi, or a history of renal colicmay be assessed as fit subject to satisfactory renal/urological evaluation.
- (e) Cabin crew members who have undergone a major surgical operation in the urinary apparatus involving a total or partial excision or a diversion of its organs shall be assessed as unfit and be re-assessed after full recovery before a fit assessment can be made.

MED.E.035 Infectious Disease

- (a) Cabin crew members shall have no established medical history or clinical diagnosis of any infectious disease which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.
- (b) Cabin crew members who are HIV positive may be assessed as fit subject to satisfactory aero-medical evaluation.

MED.E.040 Obstetrics and Gynaecology

- (a) Cabin crew members shall not possess any functional or structural obstetric or gynaecological condition which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

(b) Cabin crew members who have undergone a major gynaecological operation shall be assessed as unfit for a period of three months or until full recovery.

(c) *Pregnancy*

In the case of pregnancy, when the AeMC or AME consider that the cabin crew member is fit to exercise their privileges they shall limit the validity period of the medical fitness to the end of the 16th week of gestation. They shall inform the competent authority that, after this point, the cabin crew attestation shall be suspended until full recovery following the end of the pregnancy.

MED.E.045 Musculoskeletal System

(a) Cabin crew members shall not possess any abnormality of the bones, joints, muscles or tendons, congenital or acquired which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

(b) A cabin crew member shall have sufficient standing height, arm and leg length and muscular strength for the safe exercise of the privileges of the applicable cabin crew attestation.

(c) A cabin crew member shall have satisfactory functional use of the musculoskeletal system.

MED.E.050 Psychiatry

a) Cabin crew members shall have no established medical history or clinical diagnosis of any psychiatric disease or disability, condition or disorder, acute or chronic, congenital or acquired, which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

(b) Cabin crew members with a mental or behavioural disorder due to alcohol or other substance use shall be assessed as unfit pending recovery and freedom from substance use and subject to satisfactory psychiatric evaluation.

(c) Cabin crew members with an established history or clinical diagnosis of schizophrenia, schizotypal or delusional disorder shall be assessed as unfit.

(d) Cabin crew members with a psychiatric condition such as:

- (1) mood disorder;
- (2) neurotic disorder;
- (3) personality disorder;
- (4) mental or behavioural disorder

shall undergo satisfactory psychiatric evaluation before a fit assessment can be made.

(e) Cabin crew members with a history of a single or repeated acts of deliberate self-harm shall be assessed as unfit. Cabin crew members shall undergo satisfactory psychiatric evaluation before a fit assessment can be considered.

MED.E.055 Psychology

Cabin crew members shall have no established psychological deficiencies, which are likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

MED.E.060 Neurology

(a) Cabin crew members shall have no established medical history or clinical diagnosis of any neurological condition which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

(b) Cabin crew members with an established history or clinical diagnosis of:

- (1) epilepsy;
- (2) recurring episodes of disturbance of consciousness of uncertain cause

shall be assessed as unfit.

- (c) Cabin crew members with an established history or clinical diagnosis of:
- (1) epilepsy without recurrence after age 5 and without treatment for more than 10 years;
 - (2) epileptiform EEG abnormalities and focal slow waves;
 - (3) progressive or non-progressive disease of the nervous system;
 - (4) a single episode of disturbance of consciousness of uncertain cause;
 - (5) loss of consciousness after head injury;
 - (6) penetrating brain injury;
 - (7) spinal or peripheral nerve injury
- shall undergo further evaluation before a fit assessment can be considered.

MED.E.065 Visual System

- (a) Cabin crew members shall not possess any abnormality of the function of the eyes or their adnexa or any active pathological condition, congenital or acquired, acute or chronic, or any sequelae of eye surgery or trauma, which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.
- (b) *Examination*
- (i) a routine eye examination shall form part of the initial and all further examinations; and
 - (ii) an extended eye examination shall be undertaken when clinically indicated.
- (c) Distant visual acuity, with or without correction, shall be with both eyes 6/9 or better.
- (d) A cabin crew member shall be able to read an N5 chart (or equivalent) at 30-50 cm and an N14 chart (or equivalent) at 100 cm, with correction if prescribed.
- (e) Cabin crew members shall be required to have normal fields of vision and normal binocular function.
- (f) Cabin crew members who have undergone refractive surgery may be assessed as fit subject to satisfactory evaluation.
- (g) Cabin crew members with:
- (1) astigmatism; or
 - (2) anisometropia
- may be assessed as fit subject to satisfactory evaluation.
- (h) Cabin crew members with diplopia shall be assessed as unfit.
- (i) *Spectacles and contact lenses*. If satisfactory visual function is achieved only with the use of correction:
- (1) spectacles or contact lenses shall be readily available for immediate use whilst exercising the privileges of the applicable cabin crew attestation;
 - (2) the correction shall provide optimal visual function and be well-tolerated;
 - (3) Orthokeratologic lenses shall not be used.

MED.E.070 Colour vision

Cabin crew members shall have correctly identified 9 of the first 15 plates of the 24-plate edition of Ishihara pseudoisochromatic plates.

MED.E.075 Otorhino-laryngology

- (a) Cabin crew members shall not possess any abnormality of the function of the ears, nose, sinuses or throat, including oral cavity, teeth and larynx, or any active pathological condition, congenital or acquired, acute or chronic, or any sequelae of surgery or trauma

which is likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

- (b) Hearing shall be satisfactory for the safe exercise of the privileges of the applicable cabin crew attestation.
- (c) *Examination*
 - (1) Hearing shall be tested at all examinations with at least a conversational speech test; and
 - (i) with pure tone audiometry at the initial examination and thereafter when clinically indicated.
 - (ii) when tested on a pure-tone audiometer, cabin crew members shall not have at initial examination a hearing loss of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz, in either ear separately. Thereafter, cabin crew members with greater hearing loss shall demonstrate satisfactory functional hearing ability.
 - (iii) cabin crew members with hypoacusis shall demonstrate satisfactory functional hearing ability.
 - (2) A comprehensive ear, nose and throat examination shall be undertaken for the initial examination and periodically thereafter when clinically indicated.
- (d) Cabin crew members with:
 - (1) an active pathological process, acute or chronic, of the internal or middle ear;
 - (2) unhealed perforation or dysfunction of the tympanic membrane(s);
 - (3) disturbance of vestibular function;
 - (4) significant restriction of the nasal passages;
 - (5) sinus dysfunction;
 - (6) significant malformation or significant, acute or chronic infection of the oral cavity or upper respiratory tract; or
 - (7) significant disorder of speech or voice
 shall undergo further medical examination and assessment to establish that the condition does not interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

MED.E.080 Dermatology

Cabin crew members shall have no established dermatological condition likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.

MED.E.085 Oncology

- (a) Cabin crew members shall have no established primary or secondary malignant disease likely to interfere with the safe exercise of the privileges of the applicable cabin crew attestation.
- (b) After treatment for malignant disease, cabin crew members shall undergo satisfactory oncological and aero-medical evaluation before a fit assessment can be made.
- (c) Cabin crew members with an established history or clinical diagnosis of intracerebral malignant tumour shall be assessed as unfit.