

Aircrew

Operational Suitability Data (OSD) for flight crew (FC)

What is the content and purpose of the EASA type rating and licence endorsement lists?

Answer

Two separate EASA type rating and licence endorsement lists - flight crew are published by EASA (one for helicopters and one for all other aircraft): [Type Ratings and Licence endorsement lists](#).

These lists constitute the class and type of aircraft categorisations in accordance with definitions of category of aircraft, class of aeroplane, and type of aircraft and paragraph FCL.700 and GM1 FCL.700 of Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011.

The lists also indicates if operational suitability data (OSD) for flight crew are available. EASA type certificate data sheets (TCDSs) and the list of EASA supplemental type certificates contain further references to OSD. Complete current OSD information is held by the relevant type certificate (TC) or supplemental type certificate (STC) holder.

Furthermore, the lists provide aircraft-specific references relevant to flight crew qualifications and air operations, including references to (non-OSD) documents, such as (J)OEB reports or Operational Evaluation Guidance Material (OE GM).

Explanatory notes for these lists are found at the same website location.

Last updated:

06/02/2018

Link:

<https://www.easa.europa.eu/faq/45113>

Why do the EASA type rating and licence endorsement lists not

contain references to the latest applicable version of an OSD FC document?

Answer

The EASA type rating and licence endorsement lists indicate whether an OSD FC document for a relevant aircraft exists. OSD FC documents are certification documents which are held and maintained by TC/STC Holder and are subject to Annex I to Commission Regulation No 748/2012 (Part-21) provisions. Consequently, changes to OSD are handled in accordance with Part-21 procedures in the same way that e.g. changes to aeroplane flight manual (AFM's) are dealt with. This includes the principle of delegation of privileges to DOAs based on which minor changes to OSD FC are approved under DOA privileges.

The responsibility of tracking the OSD FC document version resides therefore with the TC/STC holder and referencing that in the TR and licence endorsement list could potentially generate inconsistencies.

Users should consider establishing a process to ensure the regular receipt of OSD FC updates, similarly to what might exist for holding current AFM and quick reference handbook (QRH) documents.

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Link:

<https://www.easa.europa.eu/faq/45114>

Are ODR tables available as part of the operational suitability data (OSD) for flight crew (FC) document?

Answer

ODR tables which have been established as part of an OSD FC operational evaluation, are part of the OSD FC data, approved under the type certificate (TC)/supplemental type certificate (STC) and owned by the TC/STC holder. These ODR tables are original equipment manufacturer OEM generic and must be customized for use by operators to their specific aircraft configurations.

Such ODR tables should therefore be requested directly from the TC/STC holder which has an obligation according to Part-21 to make OSD FC documents available

to users.

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06/02/2018

Link:

<https://www.easa.europa.eu/faq/45115>

When should changes to OSD FC provisions be implemented by users to take into account any revised mandatory elements included in a revision?

Answer

Article 9a of Commission Regulation No 1178/2011 (amended by Commission Regulation No 70/2014) contains a 2 year transition period for the implementation after initial publication of OSD FC report. This allows training providers, such as ATOs and operators time to adapt their training programmes and provide additional training if needed.

Pilot training courses which were approved before the approval of the OSD FC data should contain the mandatory elements not later than 18 December 2017 or within 2 years after the OSD FC was approved, whichever is later.

Implementation of changes to the OSD FC into existing approved training courses should be implemented within a reasonable timeframe following the OSD change. This timeframe is not clearly defined within the aircrew regulation, however a timeframe of 3 months (or 90 days as under the air ops requirements for an MEL) is considered reasonable.

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Link:

<https://www.easa.europa.eu/faq/45116>

What is the status of non-mandatory items in the OSD FC? How should users proceed if deviating from non-mandatory items in the OSD FC?

Answer

The data contained in OSD FC documents are identified as either 'mandatory' or 'non-mandatory' elements. While mandatory elements have the status of a rule, non-mandatory elements have the status of Acceptable Means of Compliance (AMC).

In order to provide some flexibility to users, non-mandatory elements typically address such items as training devices, training duration, previous experience, or currency. In line with the general principles for AMCs, these elements are non-binding provisions established as a means of compliance with the Aircrew Requirements.

Users may choose Alternative Means of Compliance (AltMoC) to use alternatives to the OSD-FC non-mandatory parts by following the dedicated process for AltMoCs described in the implementing rules for aircrew licensing and air operations. Further details on the AltMoC process can be found on [EASA's website](#).

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06/02/2018

Link:<https://www.easa.europa.eu/faq/45117>**What aspects should be considered when substituting a training level or device described in the OSD FC by another training level or device?****Answer**

The data approved in the OSD FC are linked to the minimum training syllabus for a pilot type rating. An evaluation of differences (e.g. for aircraft modifications or between variants) identifies minimum training levels and associated training devices, if required.

With regard to the acquisition of knowledge through theoretical training, some elements may be validated as Level A and can be adequately addressed through self-instruction, whereas other elements may require aided instruction and are identified as Level B. Training organisations may find it more practical to combine Level A and Level B elements into one module of the higher level (such as computer-based training or instructor-led sessions).

With regard to the acquisition of skills through practical training, the OSD FC minimum syllabus identifies elements requiring Level C, D or E practical training

and these elements are usually associated in the OSD FC document with specified training devices.

In principle, the devices described in the OSD FC document and the devices used in pilot training should be of the same training level. The use of a more complex device requires additional considerations, regarding the capabilities and characteristics of the device and the impact this may have on the training objective(s).

As an example, the OSD FC may refer to an FMS desktop trainer for Level C training. FMS training in an FTD, an FFS (without motion or vision) or in the aircraft (static, on power) may provide the same training objectives. However, the more complex training environment introduces elements which may affect the focus of the training, the time required, or other factors and these should be taken into consideration.

The same principles apply for the substitution of an FTD. To replicate the characteristics of an FTD Level I with an FTD Level II, to replicate an FTD Level I with an FFS (without motion or vision), or to replicate an FTD Level II with an FFS (without motion or vision) require different considerations to preserve achievement of the training objective.

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06/02/2018

Link:

<https://www.easa.europa.eu/faq/45118>

How can I get access to OSD FC documents?

Answer

Contrary to Operational Evaluation Board (OEB) reports which were owned and published by EASA, OSD documents are certification documents which are held by the TC/STC Holder within the framework of Annex I to Commission Regulation No 748/2012 (Part-21).

Paragraph 21.A.62 of Part-21 establishes requirements for the owner of the data (type certificate (TC)/supplemental type certificate (STC) holder) on making these OSD data available. It reads as follows:

21.A.62 Availability of operational suitability data

The holder of the type-certificate or restricted type-certificate shall make available:

(a) at least one set of complete operational suitability data prepared in accordance with the applicable operational suitability certification basis, to all known EU operators of the aircraft, before the operational suitability data must be used by a training organisation or an EU operator; and

(b) any change to the operational suitability data to all known EU operators of the aircraft; and

(c) on request, the relevant data referred to in points (a) and (b) above, to:

1. the competent authority responsible for verifying conformity with one or more elements of this set of operational suitability data; and

2. any person required to comply with one or more elements of this set of operational suitability data.

Consequently, users should request OSD data from the relevant owner, when required.

To assist users in contacting the relevant owner of the document, EASA provides some information on its [website for OSD](#), in particular an [OSD contact list](#) based on feedback from manufacturers.

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06/02/2018

Link:

<https://www.easa.europa.eu/faq/45112>

Licensing

How can a national pilot licence be converted into a Part-FCL licence?

Answer

Existing national pilots licences will be converted in accordance with Article 4 of [Commission Regulation \(EU\) No 1178/2011](#) on Aircrew and its amending [Commission Regulation \(EU\) No 290/2012](#).

JAR-compliant licences issued or recognised by the Member State before the applicability of Commission Regulation (EU) No 1178/2011 on Aircrew shall be deemed to have been issued in accordance with this Regulation, and shall be

replaced with a Part-FCL licence by 8 April 2018 at the latest.

Non-JAR-compliant licences, including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by the Member State before applicability of Commission Regulation (EU) No 1178/2011 on Aircrew shall be converted into Part-FCL licences by the Member State that issued the licence in accordance with the provisions of Annex II to that Regulation or the requirements laid down in a conversion report.

As stated in Commission Regulation (EU) No 1178/2011 on Aircrew, the application date was 8 April 2012, though flexibility was introduced via transition measures contained in Article 12 of Regulation (EU) No 1178/2011 on Aircrew and Article 1 paragraph (6) of Regulation (EU) No 290/2012.

Last updated:

09/04/2013

Link:

<https://www.easa.europa.eu/faq/19184>

What is the difference between the terms FCL (Flight Crew Licensing) and Aircrew?

Answer

Aircrew is the common term for "Flight Crew" and "Cabin Crew".

The new Implementing Rules cover both flight crew and cabin crew, and were published as [Commission Regulation \(EU\) No 1178/2011](#) laying down technical requirements and administrative procedures related to civil aviation aircrew and its amending [Commission Regulation \(EU\) No 290/2012](#).

Annex I to the above-mentioned Regulation on Aircrew contains Implementing Rules for Flight Crew (Part-FCL).

Annex V to this Regulation on Aircrew contains Implementing Rules for Cabin Crew (Part-CC).

Last updated:

11/04/2012

Link:

<https://www.easa.europa.eu/faq/19182>

Will a licence issued in accordance with JAR-FCL requirements still be valid once the new rules become applicable?

Answer

[Commission Regulation \(EU\) No 1178/2011](#) on Aircrew contains transition measures to ensure that JAR-FCL licences issued by Member States in accordance with JAR-FCL requirements and procedures will be grandfathered.

This means that holders of JAR compliant pilots' licences can continue to exercise the privileges of their licences after Commission Regulation (EU) No 1178/2011 on Aircrew applies, without the need for any further administrative procedures, but these licences shall be replaced with Part-FCL licences by 8 April 2018 at the latest. Further information can be found in paragraph 3 of Article 1 of [Commission Regulation \(EU\) No 290/2012](#) on Aircrew (which amends the date of 8 April 2017 as stated in paragraph 1 of Article 4 of Commission Regulation (EU) No 1178/2011).

Please note that Member States are not forced to replace valid JAR pilots' licences before the end of their validity period as these licences will be deemed to have been issued under the Part-FCL requirements.

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09/04/2013

Link:

<https://www.easa.europa.eu/faq/19186>

Will a national licence that does not comply with JAR-FCL requirements still be valid once the new rules become applicable?

Answer

Once [Commission Regulation \(EU\) No 1178/2011](#) on Aircrew becomes applicable in a certain Member State, it will no longer be possible to fly with a licence that does not comply with those requirements (except in the case of aircraft included in Annex II to [Regulation \(EC\) No 216/2008](#), according to Article 4(5)).

Consequently, a national licence will need to be converted into a Part-FCL licence. To deal with those licences issued by Member States in accordance with national rules deviating from JAR-FCL, transition measures have been established in Commission Regulation (EU) No 1178/2011 on Aircrew. These transition measures

foresee a certain amount of time to convert the national licences into fully compliant Part-FCL licences.

As stated in Article 12 of Commission Regulation (EU) No 1178/2011 on Aircrew, the application date is 8 April 2012, though by way of derogation from this paragraph, Member States may decide not to apply the provisions of Annex I related to pilot licences of powered-lift aircraft, balloons, airships and sailplanes until 8 April 2015. Member States may also decide not to convert non-JAR-compliant aeroplane and helicopter licences that they have issued until 8 April 2014.

Non-JAR compliant national licences may be converted into Part-FCL licences by the competent authority as follows:

- for aeroplanes and helicopters, in accordance with the requirements of Annex II to [Commission Regulation \(EU\) No 1178/2011](#) on Aircrew ;
- for other categories of aircraft, on the basis of a conversion report drawn up by the competent authority.

Last updated:

11/04/2012

Link:

<https://www.easa.europa.eu/faq/19187>

Could the Agency assist with interpreting the JAR-FCL requirements?

Answer

JAR-FCL was drafted to harmonise European regulations on flight crew licensing in order to facilitate mutual recognition of licences and ratings. However, the Joint Aviation Requirements (JAR) (see the [JAA publications](#)) have been implemented under national law and under the full responsibility of each Member State.

Therefore the Rulemaking Directorate is not in the position to interpret or make comments on JAR-FCL requirements. In addition, please note that the Agency cannot intervene in cases where the national JAR text deviates from the original.

The national aviation authorities are responsible for interpreting and implementing JAR-FCL requirements.

We therefore recommend that for assistance in interpreting the JAR-FCL requirements, the national aviation authorities should be contacted directly.

A list of the national aviation authorities can be found [here](#).

Last updated:

11/04/2012

Link:

<https://www.easa.europa.eu/faq/19188>

Is it correct that there are new requirements for instrument ratings (IR) and provisions to allow cloud flying for sailplane pilots published in the Aircrew Regulation?**Answer**

Yes, this is correct.

On 3 April 2014 [Commission Regulation 245/2014](#) and Agency [ED Decision 2014/022/R](#) entered into force. This Regulation and associated AMC/GM include a new competency-based instrument rating (CB IR) and an en route instrument rating (EIR) for private (PPL(A)) and commercial pilot (CPL(A)) licence holders, and a sailplane cloud flying rating.

The new provisions establish a more accessible IR enabling more European General Aviation (GA) pilots to obtain such rating, thereby increasing safety by reducing the number of potential controlled flights into terrain (CFIT). Moreover, the proposed CB IR course will contain a reduced theoretical knowledge (TK) syllabus appropriately reflected by a different level of TK examinations and a reduced amount of instrument flight instruction time when compared with the existing IR courses. Furthermore, the EIR requires less training, but nevertheless consists of more comprehensive flight training when compared to the basic instrument flight module of the existing IR. As the EIR only provides en route IFR privileges, this rating serves as a stepping stone towards the IR through the proposed competency-based route. Both CB IR and EIR include provisions for crediting a certain amount of instrument flight time on aeroplanes outside of an ATO, such as instrument flight time under instruction, prior pilot-in-command (PIC) instrument flight time, including crediting provisions for third-country IR holders.

The cloud flying rating for sailplane pilots allows holders to enter clouds whilst taking into account the airspace structure, the required minima in different airspace categories, and the relevant Air Traffic Control (ATC) procedures.

Last updated:

04/04/2014

Link:<https://www.easa.europa.eu/faq/19192>**Following the introduction of a new variant to an existing type rating, how do pilots attain the privileges to operate the new variant?****Answer****1. Licensing following the introduction of a new variant to an existing type rating.**

When a new variant of a type is introduced the existing type endorsement in the pilot licence may remain unchanged but valid for all variants as included in the 'EASA Type Rating & License Endorsement List Flight Crew' published on the Agency's web page. The new endorsement should be added by the pilot's competent authority at the next routine licensing action or at the request of the pilot in accordance with ARA.FCL.220 (a).

2. Exercise of the licence privileges in the new variant.

The pilot must receive differences training or familiarisation as appropriate in accordance with FCL.710. This would mean the pilot has to undergo a differences training course under the responsibility of a qualified instructor and have it confirmed with the instructor's signature in the pilot's logbook.

3. Qualification of pilots, instructors and examiners for the new variant:

- a. Pilots holding a type rating intending to operate the new variant should receive differences training in accordance with FCL.710. This differences training is to be recorded in the pilot's logbook and signed by a qualified instructor.
- b. Instructors holding instructor privileges as a TRI or SFI on the existing type intending to use their instructor privileges also on the new variant should qualify in accordance with either FCL.900(b) (special conditions for the introduction of a new type) or with (a) above (differences training on the

new variant).

- c. Examiners holding examiner privileges as a TRE or SFE on the existing type intending to use their examiner privileges also on the new variant should qualify in accordance with either FCL.1000(b) (special conditions for the introduction of a new type) or with (a) and (b) above (differences training on the new variant and instructor privileges).
- d. Pilots, instructors and examiners without existing type privileges shall complete the full type rating course and follow the requirements of Part-FCL for instructor and examiner privileges on any variant in the type.

Last updated:

24/10/2014

Link:

<https://www.easa.europa.eu/faq/19200>

How can a national pilot licence be converted into an EASA pilot licence?

Answer

In accordance with [Regulation \(EC\) No 216/2008](#) in the field of pilot licensing, the Agency is not authorised to issue pilot licences and therefore there will not be any EASA pilot licence in the future.

According to Annex I (Part-FCL) to [Commission Regulation \(EU\) No 1178/2011](#) on Aircrew, the title of a new licence issued in accordance with this Annex is a Part-FCL licence.

National licences shall be converted into Part-FCL licences by the competent authority of the Member State that issued the national licence in accordance with Article 4 of Commission Regulation (EU) No 1178/2011 on Aircrew and its amending [Commission Regulation \(EU\) No 290/2012](#).

Conclusion:

The competent authorities of Member States will convert and issue Part-FCL licences and not the Agency.

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11/04/2012

Link:

<https://www.easa.europa.eu/faq/19183>

How should the new class and type rating list for aeroplanes which is published on the Agency's website be understood ? (complex aircraft, SET class, PA 46, instructor qualification)

Answer

The [new list](#) intends to make it easier to find specific aeroplanes by putting them into alphabetical order and abandoning the former grouping into many different lists. The aeroplanes which belong to the group of single pilot high performance complex aeroplanes are identified as such.

1. Information on the SET class:

Those aeroplanes that belong to a specific group whilst they still require aeroplane specific training, testing and checking have a licence endorsement that specifies that they are in this group and the remarks column provides any information if an OSD report was established. (SET class with a validity of 2 years, FCL.740(a)).

Nevertheless all members of the SET class rating group require a class rating specific for the aeroplane and those ratings have to be revalidated individually with the possibility of any credits that are mentioned in the OSD for the relevant aeroplane.

There is no generic SET (land) or SET(sea) rating to be entered in a pilot licence.

2. Information on PA 46:

The piston engine variants of the PA 46 may now be treated as falling within the SEP(land) class but require a difference training on one of the PA 46 piston engine variants. For revalidation there is no class specific requirement the revalidation can be done by experience on any SEP plus a training flight on any SEP or any proficiency check or no experience and a proficiency check on any SEP.

The SET PA 46 class rating can be obtained with an approved difference training course from the piston engine PA 46 or with a specific SET PA 46 class rating course both of which have to be done in an ATO on a SET PA 46. As it is a separate class rating the requirements of FCL.725 (a)(b)(c) apply and as it is an HPA also the relevant requirements for those aeroplanes apply.

3. Information on instructor qualification for SET class:

With the facts mentioned above the instructor requirements for a CRI or FI are to be considered class specific. Meaning PA 46 with piston engine will require an instructor qualification for SEP with difference training for the PA 46 piston engine. All SET class ratings to be covered as individual class ratings with individual instructor qualifications as indicated on the licence endorsement list.

The list will shortly undergo further editorial changes. The Agency tries to make the list more easily understandable and therefore has amended it and the explanatory note that comes with it.”

Last updated:

09/08/2014

Link:

<https://www.easa.europa.eu/faq/19179>

When will the new rules on pilot licensing be applicable?

Answer

The new Implementing Rules implementing the requirements set out in [Regulation \(EC\) No 216/2008](#) in the field of pilot licensing were published as [Commission Regulation \(EU\) No 1178/2011](#) on Aircrew in the Official Journal of the European Union on 25 November 2011.

In November 2011, the first four annexes to Commission Regulation (EU) No 1178/2011 on Aircrew were published:

- Annex I - Part-FCL (flight crew licensing)
- Annex II - Conditions for the conversion of existing national licences and ratings for aeroplanes and helicopters
- Annex III - Conditions for the acceptance of licences issued by or on behalf of third countries
- Annex IV - Part-MED (medical).

The remaining annexes were published in the Official Journal of the European Union on 5 April 2012 as [Commission Regulation \(EU\) No 290/2012](#) amending Commission Regulation (EU) No 1178/2011 on Aircrew. These annexes are:

- Annex V - Part-CC (cabin crew)
- Annex VI - Part-ARA (authority requirements for aircrew)

- Annex VII - Part-ORA (organisation requirements for aircrew)

As stated in Article 12 paragraph 1 of Commission Regulation (EU) No 1178/2011 on Aircrew, the application date was 8 April 2012, though by way of derogation from this paragraph in accordance with Article 1 paragraph (6) and Article 2 paragraph 2. (a) of Commission Regulation (EU) No 290/2012, Member States could decide not to apply the provisions of the aforementioned Annexes until 8 April 2013.

The amending Regulation introduced additional transition measures deferring the applicability of certain Implementing Rules to a later date. Therefore the exact date of applicability of each requirement depends on the transition measures introduced by the Member States.

Until the date the new Implementing Rules apply, Member States national rules remain in force.

The related Acceptable Means of Compliance and Guidance Material to:

- Part-FCL were published as [Decision 2011/016/R](#) of 15 December 2011;
- Part-MED were published as [Decision 2011/015/R](#) of 15 December 2011;
- Part-CC were published as [Decision 2012/005/R](#) of 19 April 2012;
- Part-ARA were published as [Decision 2012/006/R](#) of 19 April 2012;
- Part-ORA were published as [Decision 2012/007/R](#) of 19 April 2012.

Last updated:

09/04/2013

Link:

<https://www.easa.europa.eu/faq/19181>

How can a third country (non-EU) licence be converted into a Part-FCL licence?

Answer

Pilots licences issued by third countries will be accepted in accordance with Article 8 of [Commission Regulation \(EU\) No 1178/2011](#) on Aircrew .

According to paragraph 1 of this Article 8, the Member State may accept a third country licence, and the associated medical certificate, in accordance with the provisions of Annex III to the Regulation.

For the issue of a Part-FCL licence, the holder of at least an equivalent third country licence issued in accordance with ICAO Annex 1 shall comply with all the relevant requirements of Annex I to the Regulation (Part-FCL), except that the requirements of course duration, number of lesson and specific training hours may be reduced.

As stated in Article 12 of Commission Regulation (EU) No 1178/2011 on Aircrew, the application date was 8 April 2012, though by way of derogation from this paragraph, Member States could decide not to apply the provisions of Annex I to pilots holding a licence and associated medical certificate issued by a third country involved in non-commercial flights until 8 April 2015.

The competent authority of the Member State to which an applicant applies will determine the conversion requirements, which can be reduced on the basis of a recommendation from an approved training organisation.

Therefore, the national aviation authority of the Member State where an applicant resides or wishes to work should be contacted for further information concerning the applicable acceptance requirements.

To find a list of the national aviation authorities, please follow this [link](#).

Last updated:

14/04/2014

Link:

<https://www.easa.europa.eu/faq/19185>

To whom can an appeal against the examination/test/check results be sent?**Answer**

If an applicant does not agree with the result of his/her assessment, he/she can only resolve this problem at the national level.

An applicant cannot apply to the EASA management regarding a decision taken by his/her national aviation authority. Appeals to the Agency can only be made against decisions of the Agency.

Therefore the applicant should resolve this problem on the national level by sending his/her complaints to the national body dealing with complaints against state authorities.

Last updated:

29/02/2012

Link:

<https://www.easa.europa.eu/faq/19189>

Could the European Central Question Bank be published?

Answer

The Agency is the administrator of the European Central Question Bank (ECQB).

Taking into account that:

1. Ownership of the copyright of the ECQB database is vested to the European Aviation Safety Agency; and
2. Ownership of the contents of the database remains vested to its respective owners; and
3. The possession, management and administration of the contents of the database have been fully vested in the hands of the Agency; and
4. The contents of the database are confidential and have been treated as such without interruption.

The Agency, acting in the capacity of copyright owner and administrator of the database, enjoys the exclusive right among others, to prevent temporary or permanent reproduction by any means and in any form, as well as to prevent any form of distribution to the public of the database or of copies thereof.

It is the opinion of the Agency that such reproduction and distribution would endanger the functionality and integrity of the applicable examination system and would invalidate the associated substantial investment in both intellectual and monetary terms.

Last updated:

09/04/2013

Link:

<https://www.easa.europa.eu/faq/19190>

How can a military licence be converted to a civilian one?

Answer

The EU rules for recognising military licences can be found in [Commission Regulation \(EU\) No 1178/2011](#) on Aircrew. Article 10 states that the knowledge, experience and skill gained in military service shall be credited towards the relevant requirements of Part-FCL in accordance with the principles of a credit report established by the competent authority of the Member State where a pilot

served, in consultation with the Agency.

Therefore, the competent authority of the Member State where the pilot served should be contacted and asked for the provisions applicable for such credits.

Last updated:

09/04/2013

Link:

<https://www.easa.europa.eu/faq/19191>

Which licence do I have to hold to become a TRI on a multi pilot aeroplane (MPA)?

Answer

The prerequisites to obtain and hold any TRI rating are regulated in FCL.915.TRI. There it is stated in a) that an applicant for a TRI rating shall hold a CPL, MPL or ATPL pilot licence on the applicable aircraft category.

Last updated:

22/02/2017

Link:

<https://www.easa.europa.eu/faq/22050>

Can a co-pilot apply for a TRI rating on a multi pilot aeroplane (MPA)?

Answer

Yes, but the rating has to be restricted to simulator training only. The reason is that FCL.915 b) (3) stipulates that all instructors providing flight training in an aircraft have to be able to act as PIC during the training flight which would not be allowed to a co-pilot.

Last updated:

22/02/2017

Link:

<https://www.easa.europa.eu/faq/22051>

Upset Prevention and Recovery Training

Which pilots need to undergo what kind of UPRT?

Answer

The different 'levels' of UPRT (please refer to the FAQ 'What is UPRT?') will be integrated into pilot training as follows:

- **basic UPRT**
 - all modular and integrated CPL and ATP training courses for aeroplanes as well as the integrated MPL training course

- **'advanced UPRT course'**
 - **Part of;**
 - integrated ATP course
 - integrated MPL course
 - **Perquisite to;**
 - training courses for single-pilot class or type ratings operated in multi-pilot operations
 - training courses for single-pilot high performance complex aeroplanes
 - training courses for multi-pilot aeroplanes

- **class-or type-related UPRT**
 - training courses for single-pilot high performance complex aeroplanes
 - training courses for multi-pilot aeroplanes
 - bridge course for extending privileges on a single-pilot aeroplane to multi-pilot operations

Last updated:

15/01/2018

Link:

<https://www.easa.europa.eu/faq/44871>

From when UPRT will be mandatory?

Answer

The entry-into-force / start of applicability of the new UPRT provision will depend on the progress of the rulemaking process following the publication of EASA [Opinion No](#)

[06/2017](#) on 29 June 2017. For the time being, 8 April 2019 is envisaged as the day from which the new regulatory framework on UPRT will apply. Transitional provisions will allow ongoing courses to be finished pursuant to the rules as in force today.

Last updated:

15/01/2018

Link:

<https://www.easa.europa.eu/faq/44872>

To which extend flight synthetic training devices (FSTDs) can be used for UPRT?**Answer**

Training and checking of UPRT exercises within the validated training envelope of the particular FSTD will be possible. In this context, it needs to be highlighted that the revised Part-FCL requirements will mandate the conduct of 'approach-to-stall' exercises only, with no obligation to conduct 'post-stall' exercises.

For further information, please refer to EASA [Opinion No 06/2017](#), Section 2.3.8.

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15/01/2018

Link:

<https://www.easa.europa.eu/faq/44873>

Will UPRT also be mandatory for the LAPL and the PPL?**Answer**

EASA Opinion No 06/2017 aims at integrating UPRT at various stages of a professional pilot's career. The proposed new provisions of Part-FCL will therefore not be applicable to training courses for the light aircraft pilot licence (LAPL) and the private pilot licence (PPL).

However, in order to address the fact that loss of control in-flight is still a major issue in general aviation, EASA intends to revise the existing AMC/GM published with regard to the provisions of Part-FCL, with the objective to integrate basic UPRT elements into existing training syllabi for the LAPL and the PPL.

For further information, please refer to EASA [Opinion No 06/2017](#), Section 2.3.1.

Last updated:

15/01/2018

Link:

<https://www.easa.europa.eu/faq/44874>

What is UPRT?**Answer**

UPRT stands for aeroplane ‘upset prevention and recovery training’ and constitutes a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to both prevent and to recover from situations in which an aeroplane unintentionally exceeds the parameters for line operation or training (aeroplane upsets).

With the objective to introduce different ‘levels’ of UPRT at various stages of a professional pilot’s career, EASA has published its [Opinion No 06/2017](#) and is currently revising the existing acceptable means of compliance (AMC) and guidance material (GM) published with regard to the provisions of Annex I (Part-FCL) to Regulation (EU) No 1178/2011 as follows:

- **Basic UPRT** will exercises to be integrated in all CPL and ATPL training courses as well as the MPL training course.
- An **‘advanced UPRT course’** will include at least 5 hours of theoretical instruction as well as at least 3 hours of dual flight instruction in an aeroplane, with the aim to enhance the student’s resilience to the psychological and physiological aspects associated with upset conditions.
- **Class- or type-related UPRT** during class or type rating training will address the specificities of the relevant class or type of aeroplane.

Last updated:

15/01/2018

Link:

<https://www.easa.europa.eu/faq/44870>

Performance-based Navigation applicability

On which learning objectives will my theoretical knowledge

training and exam for the instrument rating be based?

Answer

Until the 25 August 2018 all training courses follow the published learning objectives without PBN requirements. After this date Commission Regulation (EU) No 2016/539 applies and the IR training courses shall contain also the PBN elements.

Last updated:

26/08/2016

Link:

<https://www.easa.europa.eu/faq/21305>

When can I apply to my competent authority for a PBN extension to my instrument rating?

Answer

After the 25 August 2018, when the Commission Regulation (EU) No 2016/539 applies and the applicant fulfils the relevant training and checking requirements.

Last updated:

26/08/2016

Link:

<https://www.easa.europa.eu/faq/21301>

When does my approved training organisation have to comply at the latest with the PBN requirements?

Answer

The aircraft and FSTDs used for training have to comply with the requirements at the latest on 25 August 2018 if the training contains the required PBN elements. Approved training organisations providing training that started before 25 August 2018 may continue to train towards an IR until 25 August 2020. Such an IR cannot contain PBN privileges.

Last updated:

26/08/2016

Link:

<https://www.easa.europa.eu/faq/21303>

When can an ATO apply for an approval of a new course and on which learning objectives will the course be based?

Answer

The PBN related amendment to the Aircrew Regulation was published with Regulation (EU) 2016/539 and entered into force on 7 April 2016. Since this date an IR course including PBN privileges can be approved to an ATO provided that the course complies with the requirements specified in Regulation (EU) 2016/539 and the associated AMCs. But the course can only start after the entry into force of the PBN related elements of the Regulation (25 August 2018).

Last updated:

26/08/2016

Link:

<https://www.easa.europa.eu/faq/21304>

When does my instrument rating have to include PBN privileges to be allowed to fly in IFR conditions ?

Answer

IR holders who want to fly PBN procedures have to hold PBN privileges from 25 August 2018.

Pilots who fly on routes and approaches that do not require PBN privileges may continue to fly on an IR without PBN privileges until 25 August 2020.

All IRs shall contain PBN privileges from 25 August 2020.

Last updated:

26/08/2016

Link:

<https://www.easa.europa.eu/faq/21302>

How should the Pilot's PBN privileges be documented?

Answer

The completion of all requirements shall be entered in the pilot's logbook or equivalent record. An equivalent record for pilots who do not record their flight time in an individual logbook but rely on the operator's records for this purpose may use an extract of this record. (Commission Regulation (EU) 2016/539, Article 4a, (4)).

Last updated:

25/06/2018

Link:

<https://www.easa.europa.eu/faq/47286>

How does my national authority endorse the PBN privileges to my IR?

Answer

Please refer to the answers provided by the Member States in the table: [Link](#)

Last updated:

25/07/2018

Link:

<https://www.easa.europa.eu/faq/47756>

Cabin Crew

Definition of 'cabin crew'

What is the definition of 'cabin crew member'?

Answer

Reference: [Commission Regulation \(EU\) No 1178/2011 Aircrew](#), Article 2 'Definitions'.

Article 2 'Definitions' defines 'cabin crew member' as follows:

Reference: Commission Regulation (EU) No 1178/2011 Aircrew, Article 2 'Definitions'.

Article 2 'Definitions' defines 'cabin crew member' as follows:

(11) "Cabin crew member" means an appropriately qualified crew member, other than a flight crew or technical crew member, who is assigned by an operator to perform duties related to the safety of passengers and flight during operations;

Last updated:

28/01/2021

Link:

<https://www.easa.europa.eu/faq/19130>

Does the definition of 'aircrew' include cabin crew members?

Answer

Reference: [Commission Regulation \(EU\) No 1178/2011 Aircrew](#), Article 2 'Definitions'.

Yes, the definition of 'aircrew' includes a cabin crew member as well.

Article 2 'Definitions' defines 'aircrew' as follows:

(12) "Aircrew" means flight crew and cabin crew;

Last updated:

28/01/2021

Link:

<https://www.easa.europa.eu/faq/124099>

Medical fitness

Is Cabin Crew Member required to carry his/her medical certificate when on duty?

Answer

Reference: Regulation (EU) No 1178/2011 Aircrew, Annex IV Part-MED and ED Decision 2011/015/R are available on EASA website.

EU legislation does not contain any provisions on the carriage of a medical report

when on duty. MED.C.030(a)(2) requires cabin crew members to provide the related information of their medical report or the copy of their medical report to the operator(s) employing their services. MED.C.030(b) requires the cabin crew medical report to indicate the date of the aero-medical assessment, whether the cabin crew member has been assessed fit or unfit, the date of the next aero-medical assessment and, if applicable, any limitation(s). Any other elements shall be subject to medical confidentiality in accordance with MED.A.015.

Cabin crew members are encouraged to carry their medical report or a copy while on duty to attest their medical fitness and limitation(s). The operator may also have procedures in place through which a cabin crew member's medical report can be readily available upon request by a competent authority.

Last updated:

20/03/2018

Link:<https://www.easa.europa.eu/faq/45822>**Decrease of medical fitness and an 'unfit' medical report.****Answer**

Reference: Regulation (EU) No 1178/2011 Aircrew, Annex IV Part-MED and ED Decision 2011/015/R are available on EASA website.

In case of a decrease in cabin crew member's medical fitness, the cabin crew member shall, without undue delay, seek the advice of an aero-medical examiner or aero-medical centre or, where allowed by the Member State, an occupational health medical practitioner who will assess the medical fitness of the individual and decide if the cabin crew member is fit to resume his/her duties.

In case a cabin crew member has been assessed as 'unfit', the cabin crew member has the right of a secondary review. The cabin crew member shall not perform duties on an aircraft and shall not exercise the privileges of their cabin crew attestation until assessed as 'fit' again.

Last updated:

20/03/2018

Link:

<https://www.easa.europa.eu/faq/45823>

Where can I find the EU medical requirements for Cabin Crew?

Answer

References:

Regulation (EU) No 1178/2011 Aircrew, Annex IV Part-MED.

ED Decision 2011/015/R containing AMC and GM.

All the referenced regulations are available on EASA website.

NOTE: This FAQ only provides an overview of the area-content covered by the individual Subparts A, C and D of the Reg. 1178/2011. The medical requirements for cabin crew are extensive in text, therefore to find the exact aspect you are looking for, you need to look through the respective Subpart of the Reg. 1178/2011, Annex IV Part-MED and the related AMC and GM (ED Decision 2011/015/R).

Regulation (EU) No 1178/2011 - Annex IV - Part-MED:

<https://www.easa.europa.eu/document-library/regulations/commission-regulation-eu-no-11782011>

- Subpart A, Section 1: scope, definitions, decrease in medical fitness, obligations of doctors who conduct aero-medical assessments of cabin crew, etc.
- Subpart C (all): requirements for medical fitness of cabin crew
- Subpart D, Section 1: aero-medical examiners (AEM)
- Subpart D, Section 3: occupational health medical practitioners (OHMP); requirements for doctors who conduct aero-medical assessments of cabin crew

ED Decision 2011/015/R contains acceptable means of compliance (AMC) and guidance material (GM) which complement the rules. The AMC and GM specify the detailed medical conditions and the related medical examinations or

investigations: <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2011015r>

Last updated:

21/01/2019

Link:

<https://www.easa.europa.eu/faq/45821>

Practical 'raft' training

Why does Initial training under Part-CC require practical 'raft' training even if the operator's aircraft is not equipped with slide rafts or life rafts?

Answer

Reference: Regulation (EU) No 1178/2011 Aircrew as amended by Regulation (EU) No 290/2012 Part-CC available on EASA website.

Under EU-OPS, practical training on the use of rafts was required during Initial training. EU-OPS was a regulation directed, and applicable, to operators, therefore, an operator could provide raft training only when a cabin crew member was to actually operate on the operator's aeroplane fitted with rafts or similar equipment. The training was conducted with that operator's specific equipment/rafts.

The Initial training under Regulation (EU) No 1178/2011, Part CC is no longer 'operator-related', it is generic, therefore, the practical training on rafts or similar equipment and an actual practice in water are not specific to an operator's equipment.

CCA holders, when recruited by an operator, are expected to have the ability to perform all types of cabin crew duties, including ditching related duties in water. Part-CC Cabin Crew Attestation (CCA) is issued for a life time and is recognised across all EU. Unlike the EU OPS Attestation, the CCA is subject to validity to attest the competence of the individual cabin crew member. This is foreseen in the Basic Regulation (Regulation (EU) 2018/1139) taking into account the increasing mobility of personnel in the aviation industry and the need to harmonise cabin crew qualifications.

An operator may be granted an approval to provide Part-CC Initial training and to issue the CCA (entitled to a mutual recognition as described above). That operator no longer acts as an operator training only its own cabin crew for its specific operations. That operator acts as a training organisation training future cabin crew who, in their life time, may also operate with other operators and in other Member States.

Last updated:

21/05/2019

Link:

<https://www.easa.europa.eu/faq/45820>

Instructor and Examiner being the same person - conflict of interest

Instructor who provided any topic of the Initial training should not act as Examiner to avoid conflict of interest. What about small operators / cabin crew training organisations employing only one ground Instructor, for example to cover dangerous goods o

Answer

Reference: Regulation (EU) No 1178/2011 Aircrew and ED Decision 2012/006/R are available on EASA website.

ED Decision 2012/006/R, AMC1 ARA.CC.200(b)(2) clarifies that in such cases, the operator/training organisation establishes procedures to avoid situations that could lead to a conflict of interest, e.g. where an Instructor has to check/evaluate the proficiency of the trainee he/she has trained.

The qualifications of Instructors/Trainers, as well as of Examiners, are not defined at EU level, and remain to be defined by each Member State. Therefore, only the Competent Authorities may assess, when approving the training and checking programmes of the operator/training organisation, if the procedures can ensure that the objective of the rule is met.

AMC1 ARA.CC.200(b)(2) Approval of organisations to provide cabin crew training or to issue cabin crew attestations

PERSONNEL CONDUCTING EXAMINATIONS

For any element being examined for the issue of a cabin crew attestation as required in Part CC, the person who delivered the associated training or instruction should not also conduct the examination. However, if the organisation has appropriate procedures in place to avoid conflict of interest regarding the conduct of the examination and/or the results, this restriction need not apply.

Last updated:

20/03/2018

Link:

<https://www.easa.europa.eu/faq/45828>

Cabin Crew Attestation

My Cabin Crew Attestation was issued in EU Member State A. I would like to join an operator in EU Member State B. Is my Cabin Crew Attestation recognised in EU Member State B?

Answer

References:

Regulation (EU) 2018/1139 New Basic Regulation.

Regulation (EU) No 1178/2011 Aircrew.

Regulation (EU) No 290/2012 amended by Regulation (EU) No 2015/445 and

Regulation (EU) No 245/2014.

All the referenced regulations are available on EASA website.

EU cabin crew member must hold a Cabin Crew Attestation compliant with the rules established by the Regulation (EU) No 1178/2011, as amended by Regulation (EU) No 290/2012, Regulation (EU) No 2015/445 and Regulation (EU) No 245/2014:

<https://www.easa.europa.eu/document-library/regulations/commission-regulation-eu-no-11782011>

Cabin Crew Attestation issued in one EU Member State, or in EASA Member State, is valid and recognised in all EU Member States without further requirements or evaluation. Each cabin crew member can benefit from a free working movement amongst the EU operators/Member States.

The mutual recognition is established by Regulation (EU) 2018/1139 New Basic Regulation, in Article 67 and Article 3, paragraph (12) and (9).

Last updated:

21/01/2019

Link:

<https://www.easa.europa.eu/faq/69990>

My cabin crew qualification document was issued in a country that is not a member of the European Union and is not an EASA Member State either. Is my cabin crew qualification document recognised in the European Union?

Answer

References:

Regulation (EU) 2018/1139 New Basic Regulation.

Regulation (EU) No 1178/2011 Aircrew.

Regulation (EU) No 290/2012 amended by Regulation (EU) No 2015/445 and

Regulation (EU) No 245/2014.

All the referenced regulations are available on EASA website.

No, the document is not recognised in the European Union. EU cabin crew member must hold a Cabin Crew Attestation compliant with the rules established by the Regulation (EU) No 1178/2011, as amended by Regulation (EU) No 290/2012, Regulation (EU) No 2015/445 and Regulation (EU) No 245/2014:

<https://www.easa.europa.eu/document-library/regulations/commission-regulation-eu-no-11782011>

Last updated:

24/04/2019

Link:

<https://www.easa.europa.eu/faq/69991>

Fire and smoke training**What are the requirements for cabin crew fire/smoke training?****Answer**

References: (all are available on EASA website)

Regulation (EU) No 1178/2011 Aircrew as amended by Regulation (EU) No 290/2012.

Regulation (EU) No 965/2012 Air Operations.

ED Decision 2014/017/R containing AMC and GM to the rules.

NOTE: The requirements on fire and smoke training are extensive in text, therefore to have a better view and understanding, this FAQ should be read together with the rule text. The relevant rule reference is included in each line (type of training) below.

1. Initial training:

- CC.TRA.220 Initial training course and examination
- Appendix 1 to Part-CC Initial training course and examination / Training

programme;

Point 8 on Fire and Smoke training

Reference: Regulation (EU) No 290/2012, Annex V Part-CC.

2. Aircraft type training:

- ORO.CC.125 Aircraft type specific and operator conversion training

Reference: Regulation (EU) No 965/2012

- AMC1 ORO.CC.125(c) and AMC1 ORO.CC.125(d) containing a training programme for aircraft type specific training and operator conversion training respectively

Reference: ED Decision 2014/017/R

3. Recurrent training:

- ORO.CC.140 Recurrent training

Reference: Regulation (EU) No 965/2012

- AMC1 ORO.CC.140 Recurrent training

Reference: ED Decision 2014/017/R

4. Refresher training:

- ORO.CC.145 Refresher training

Reference: Regulation (EU) No 965/2012

Last updated:

06/07/2021

Link:

<https://www.easa.europa.eu/faq/45824>

What is the content of fire and smoke training during the Initial training ?

Answer

Reference: [Regulation \(EU\) No 1178/2011](#) Aircrew as amended by Regulation (EU) No 290/2012, see Annex V 'Part-CC' and Appendix I to Part-CC.

Each applicant for a Cabin Crew Attestation shall undergo the Initial training and examination specified in the above referenced regulation. Please, refer to the point 8. Fire and smoke training, which shall cover the following elements:

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;

8.5. the techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space including practical training in fire-fighting and in the donning and use of smoke protection equipment used in aviation; and

8.6. the general procedures of ground-based emergency services at aerodromes.

Last updated:

06/07/2021

Link:

<https://www.easa.europa.eu/faq/123561>

Language proficiency

Is there any requirement on cabin crew member(s) communication with passengers in a certain language?

Answer

Reference: Regulation (EU) No 965/2012 Air Operations, Annex III (Part-ORO) and Annex IV (Part-CAT) is available on EASA website.

There is no EU (or ICAO requirement) that cabin crew members must speak English. It is a general practice that cabin crew members do speak English to facilitate the communication in the aviation industry. The operator defines what languages its cabin crew members must be able to speak and at what level.

Regulation (EU) No 965/2012 specifies the following two requirements:

- The operator shall ensure that all personnel are able to understand the language in which those parts of the Operations Manual, which pertain to their duties and responsibilities, are written (ORO.MLR.100(k)), and
- The operator shall ensure that all crew members can communicate with each other in a common language (CAT.GEN.MPA.120).

There is no EU (or ICAO) requirement for a specific language regarding cabin crew

communication with passengers. It must be noted that it is difficult, if not impossible, to mandate the 'required' languages to be used on board with regard to communication with passengers, as this differs on daily basis from a flight to flight. For example, a German airline has a flight departing from Frankfurt to Madrid and it is assumed that the cabin crew members speak German since they work for a German operator. In addition, they may speak English if the operator selected this language as a criterion. The passenger profile may, however, be such that these languages are not 'desired' on this flight as passengers do not necessarily speak or understand any of the two languages (passengers may be e.g. Russian, Chinese, Iranian, Indian, Pakistani, Polish, Finnish, Croatian, Hungarian, Bulgarian, Czech, Slovak, etc., or there is a large group of e.g. Japanese tourists).

Regulation (EU) No 965/2012 mandates the operator to ensure that briefings and demonstrations related to safety are provided to passengers in a form that facilitates the application of the procedures applicable in case of an emergency and that passengers are provided with a safety briefing card on which picture type-instructions indicate the operation of emergency equipment and exits likely to be used by passengers. It is therefore the operator's responsibility to choose the languages to be used on its flights, which may vary depending on the destination or a known passenger profile. It is also a practice of some operators to employ 'language speakers', i.e. cabin crew members speaking certain languages, who mainly operate their language-desired route(s).

Last updated:

20/03/2018

Link:<https://www.easa.europa.eu/faq/45819>**Do cabin crew members have to be able to speak English to obtain their Cabin Crew Attestation?****Answer**

Reference: Regulation (EU) No 965/2012 Air Operations, Annex III (Part-ORO) and Annex IV (Part-CAT) is available on EASA website.

There is no EU (or ICAO requirement) that cabin crew members must speak English. It is a general practice that cabin crew members do speak English to facilitate the

communication in the aviation industry. The operator defines what languages its cabin crew members must be able to speak and at what level.

Regulation (EU) No 965/2012 specifies the following two requirements:

- The operator shall ensure that all personnel are able to understand the language in which those parts of the Operations Manual, which pertain to their duties and responsibilities, are written (ORO.MLR.100(k)), and
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There is no EU (or ICAO) requirement for a specific language regarding cabin crew communication with passengers. It must be noted that it is difficult, if not impossible, to mandate the 'required' languages to be used on board with regard to communication with passengers, as this differs on daily basis from a flight to flight. For example, a German airline has a flight departing from Frankfurt to Madrid and it is assumed that the cabin crew members speak German since they work for a German operator. In addition, they may speak English if the operator selected this language as a criterion. The passenger profile may, however, be such that these languages are not 'desired' on this flight as passengers do not necessarily speak or understand any of the two languages (passengers may be e.g. Russian, Chinese, Iranian, Indian, Pakistani, Polish, Finnish, Croatian, Hungarian, Bulgarian, Czech, Slovak, etc., or there is a large group of e.g. Japanese tourists).

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Last updated:

20/03/2018

Link:

<https://www.easa.europa.eu/faq/45818>

Aircraft type training

Do I have to undergo Aircraft type specific training and operator conversion training with every new operator I join if I am already qualified on that aircraft type?

Answer

Reference: Regulation (EU) No 965/2012 Air Operations, Annex III (Part ORO) is available on EASA website.

Aircraft type specific training and operator conversion training is not transferable from one operator to another as each operator may have its own customised aircraft cabin configurations incl. differences in safety and emergency equipment and standard operating and emergency procedures. Therefore, as required by ORO.CC.125, cabin crew members must complete Aircraft type specific training and operator conversion training before being assigned to operate on the operator's aircraft.

Last updated:

20/03/2018

Link:

<https://www.easa.europa.eu/faq/45826>

Can a cabin crew training organisation (CCTO) provide Aircraft type specific training and operator conversion training?

Answer

Reference: Regulation (EU) No 965/2012 Air Operations, Annex III (Part ORO) is available on EASA website.

Aircraft type specific training and operator conversion training is a requirement directed to operators as specified in ORO.GEN.005, therefore the operator is responsible for this training. However, an operator may contract out some activities (e.g. training) as specified in ORO.GEN.205 complemented by AMC1 ORO.GEN.205 and GM1 ORO.GEN.205 and GM2 ORO.GEN.205. Therefore, CCTO can only provide Aircraft type specific training and operator conversion training if contracted by an operator to do so. The operator remains responsible for this training and for the competence of its cabin crew.

Last updated:

20/03/2018

Link:<https://www.easa.europa.eu/faq/45825>**Reduction of cabin crew during ground operations**

Do the evacuation procedures with a reduced number of required cabin crew during ground operations or in unforeseen circumstances require prior endorsement?

Answer

Reference: Regulation (EU) No 965/2012 Air Operations and the associated ED Decisions are available on EASA website.

The minimum number of cabin crew for an aircraft type, as determined by certification and approved by EASA, is stated on the Type Certification Data Sheet. The minimum number of cabin crew and the evacuation procedures form part of the Operations Manual. Reducing the minimum cabin crew is a deviation from the required minimum number and requires close monitoring. Changes to evacuation procedures with a reduced number of cabin crew are required to be acceptable to the Competent Authority.

The minimum number of cabin crew required in the passenger compartment may be reduced under conditions stated in ORO.CC.205 incl. AMC1 ORO.CC.205 (c)(1). Procedures must be established in the operations manual; it has to be ensured that an equivalent level of safety is achieved with the reduced number of cabin crew, in particular for evacuation of passengers.

Last updated:

20/03/2018

Link:<https://www.easa.europa.eu/faq/45827>**Minimum required cabin crew**

Determination of the minimum required number of cabin crew on an

aircraft

Answer

NOTE: *The purpose of this FAQ is to explain how the operator and the Competent Authority (National Aviation Authority) conclude the minimum number of cabin crew required on the operator's aircraft. This FAQ does not provide specific numbers for aircraft types or individual aircraft. The minimum number of cabin crew may vary on each aircraft, depending on the certification history of that aircraft. To learn the minimum number of cabin crew on your aircraft, please, consult your Competent Authority. To have a better view and understanding of the explanation below, this FAQ should be read together with the rule ORO.CC.100 ([Regulation \(EU\) No 965/2012 on air operations](#)).*

Minimum number of cabin crew is established during the certification process of the aircraft and this number must be clearly written in the certification documentation (reference: EASA Certification Memorandum [CM-CS-008](#), issued on 03 July 2017). The 'certification documentation' is the Type Certificate Data Sheet (TCDS) or the Supplemental Type Certificate (STC).

Therefore, in order to establish the minimum number of cabin crew on the operator's aircraft, as specified in ORO.CC.100(b)(1) of [Regulation \(EU\) No 965/2012](#), the operator/National Aviation Authority must check the aircraft certification documentation and apply the number written in the certification documentation.

However, historically, not all aircraft had the number of minimum cabin crew written in the certification documentation, or even established during the certification process. In this case, the operator may use the calculation method specified in ORO.CC.100(b)(2) of [Regulation \(EU\) No 965/2012](#).

In summary:

Certification documentation of the operator's aircraft issued:

1. **Before 3rd July 2017:** if the certification documentation does not include the number of minimum cabin crew or the number has not been established for the aircraft, you may apply the calculation method specified in ORO.CC.100(b)(2)).
2. **After 3rd July 2017:** you must apply the number of minimum cabin crew specified in the certification documentation in accordance with the rule ORO.CC.100(b)(1).

Background information:

The development stage of Regulation (EU) No 965/2012 ('AIR OPS') initially did not include the paragraph (b)(2) in ORO.CC.100, i.e. the '1 per 50' calculation. This inclusion was done last minute and it resulted in the overall lack of clarity of ORO.CC.100(b). To help with the implementation, EASA published Safety Information Bulletin [\(SIB\) 2014-29](#), which provided detailed information on how to comply with ORO.CC.100. The SIB was supported by the EU Members States, however resulted in a strong opposition by EU operators. As a result, discussions were held in 2015 between EASA and IATA/IACA on the application of ORO.CC.100(b), i.e. how to establish the minimum required number of cabin crew. As an outcome of these discussions, on 7th December 2015 EASA communicated to the stakeholders the 'EASA conclusions following the consultation on the proposed Certification Memo and Safety Information Bulletin on minimum cabin crew for twin-aisle aeroplanes'.

On 3rd July 2017, EASA published the above-mentioned Certification Memorandum EASA-CM-CS-008. This document clarifies to aircraft manufacturers and design organisations that the number of cabin crew assumed in their evacuation certification activity must be clearly stated in their documentation. Following the publication of this Certification Memorandum, the TCDSs have been amended to include the minimum number of cabin crew. Some aircraft manufacturers have amended their TCDSs even before the publication of this Certification Memorandum.

There may be cases where the minimum number of cabin crew for the operator's aircraft will be different (e.g. lower) than the number written in the TCDS. Such a change must be approved by EASA and such an aircraft will hold a Supplemental Type Certificate. STC means that it was demonstrated that the aircraft cabin configuration used by the operator is compliant with the applicable certification specifications with a lower number of cabin crew members than the number specified in the TCDS. If the operator's aircraft holds a STC, the number of minimum cabin crew written in the STC will be applicable to that aircraft.

Last updated:

14/01/2021

Link:<https://www.easa.europa.eu/faq/45829>**Working for multiple operators**

I work for Operator A and have short/long-term contract(s) with Operator B. What training do I require when I return back to Operator A after the completion of my short/long-term contract with Operator B?

Answer

Ref.: Regulation (EU) No 965/2012 Air Operations, Annex III (Part-ORO) is available on EASA website.

When joining Operator B, the cabin crew member undergoes the Aircraft type specific and operator conversion training & Familiarisation.

When returning to Operator A (after completing the short/long-term contract with Operator B) the options are:

- No training is required, provided the cabin crew member's recency is within the validity of the Recurrent training and the cabin crew member has operated on Operator A aircraft type during the last 6 months.
- Recurrent training if the validity is about to expire.
- Refresher training, provided the cabin crew member has not operated on Operator A aircraft type for more than 6 months.
- Refresher training, if Operator A considers this training to be necessary due to complex equipment or procedures for the cabin crew member who has been absent from flying duties for less than 6 months.
- Aircraft type specific and operator conversion training & Familiarisation if the validity of the Recurrent training has expired.

Last updated:

23/05/2018

Link:

<https://www.easa.europa.eu/faq/46795>