



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

# Aircrew Regulation

**Part-CC / Part-ARA / Part MED**

# Air Ops Regulation

**Subpart CC of Part-ORO**

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Cologne, 22 October 2013

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# Outline

## ➤ **EU regulation system**

- Overview

## ➤ **Rule structure for Cabin crew**

- Overall structure
- Aircrew Regulation: Part-CC, Part-ARA and *Part-MED*
- Air Operations Regulation: Subpart CC of Part-ORO
- *Airworthiness and operational aspects: OSD – CS-CCD*



## ➤ **EU regulation system: overview**

- Concerned Member States
- Institutions
- EU aviation safety system
- Hierarchy of text and responsible actors



# European Union and EFTA countries



28 EU states



4 EFTA states

Norway, Iceland and Liechtenstein are also parties of the EEA\*

Switzerland has bilateral agreements with the EU

\*EEA: European Economic Area





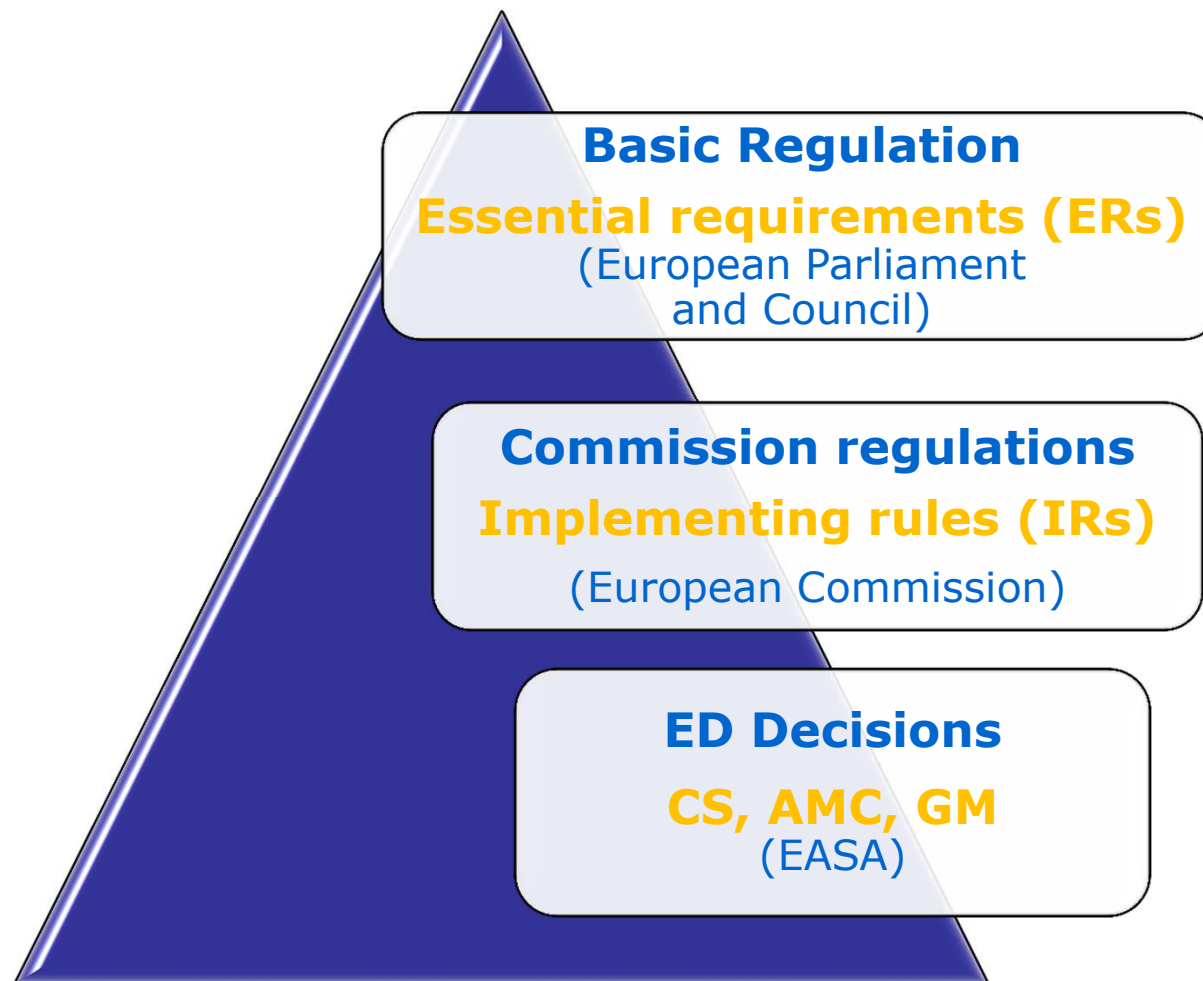


# The EU aviation safety system





# Rule hierarchy and responsible actors





## ➤ **Framework applicable to Cabin crew**

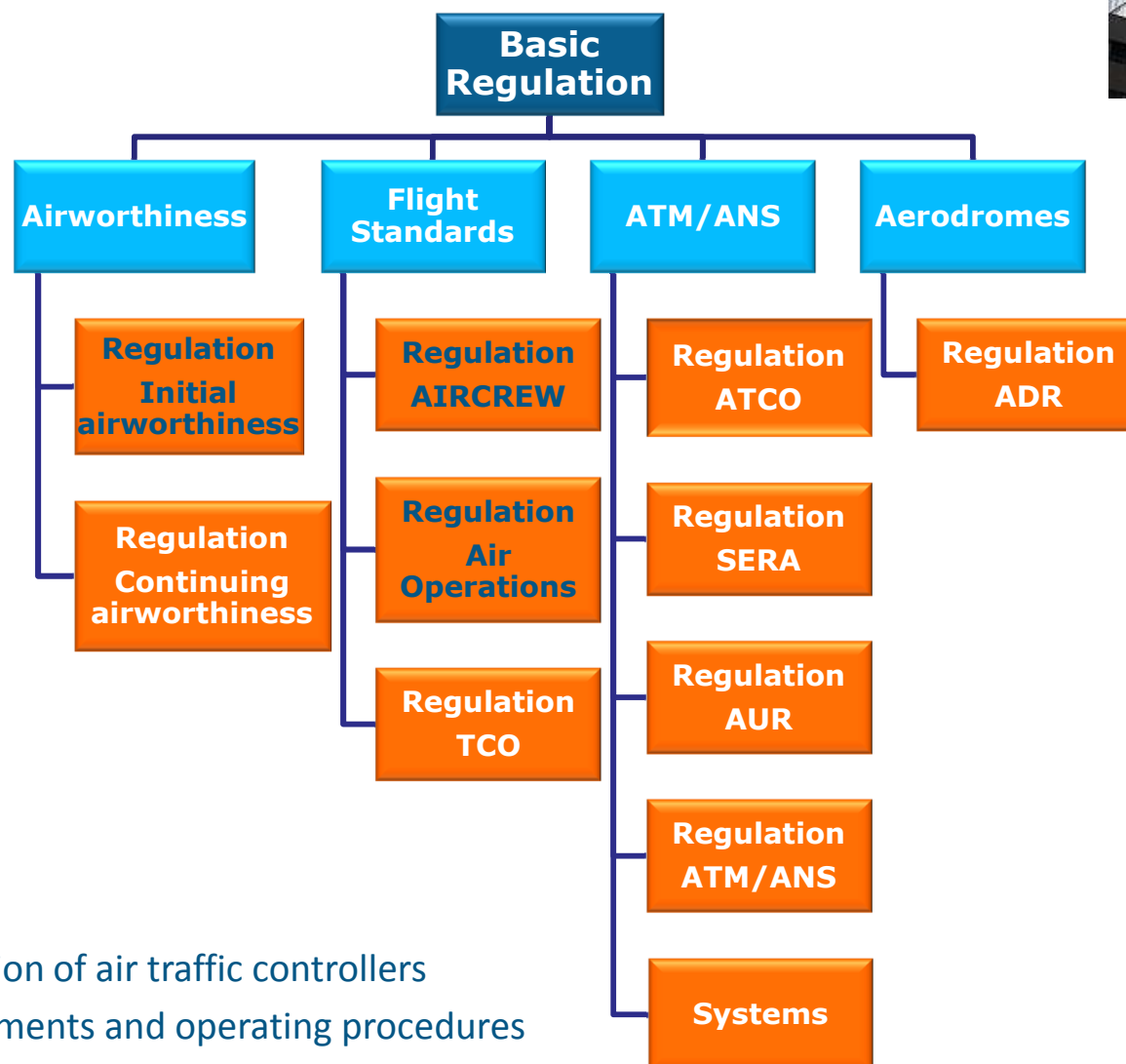
- **Overall structure for cabin crew**
- **Aircrew Regulation: Part-CC, Part-ARA and *Part-MED***
- **Air Operations Regulation: Subpart CC of Part-ORO**
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# Overall Rule Structure



ADR: Aerodromes

ATCO: licensing and medical certification of air traffic controllers

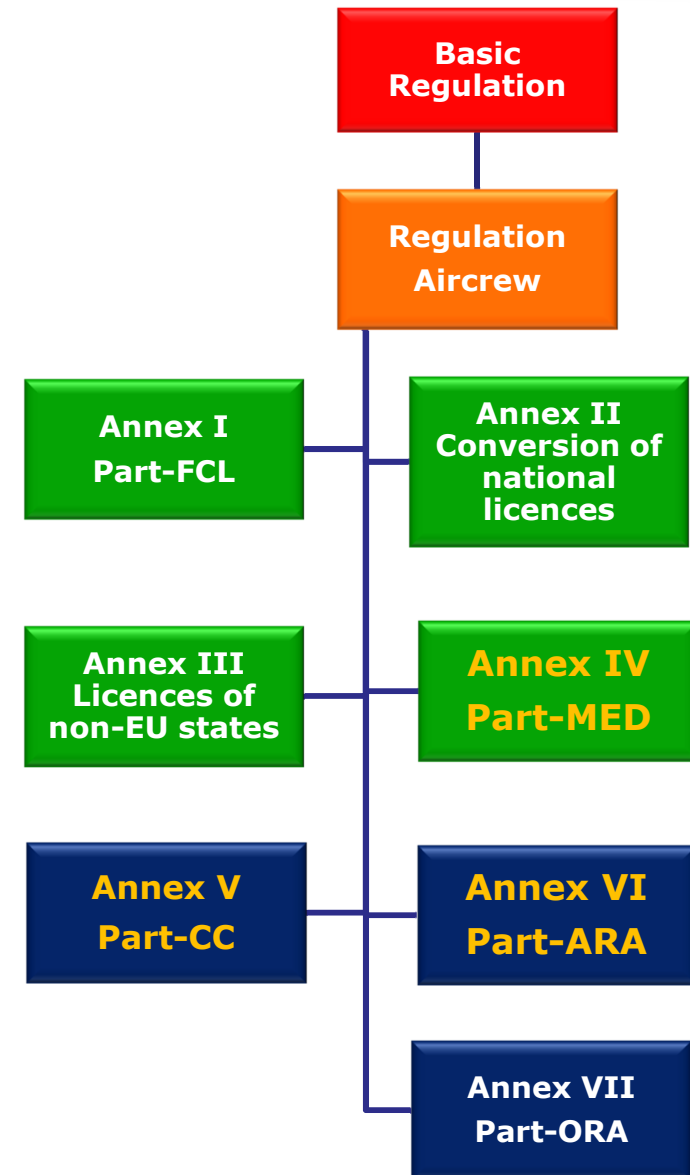
AUR: common airspace usage requirements and operating procedures

SERA: Standardised European Rules of the Air



# Aircrew Regulation

- **Commission Regulation (EU) 1178/2011** published in November 2011
- **Commission Regulation (EU) 290/2012** published as amending regulation in March 2012
- Contain Cover Regulations, Annexes I to IV, and V to VII
- Related EASA ED Decisions (AMC/GM) published shortly after





# Aircrew Cover Regulation



Article	Title
<b>1</b>	<b>Subject matter</b>
<b>2</b>	<b>Definitions</b>
<b>3</b>	Pilot licensing and medical certification
<b>4</b>	Existing national pilots' licences
<b>5</b>	Medical certificates & AME certificates
<b>6</b>	Conversion of flight test qualifications
<b>7</b>	Existing flight engineers' licences
<b>8</b>	Acceptance of third country licences
<b>9</b>	Credit for training commenced prior to the application of the Aircrew regulation



# Aircrew Cover Regulation



Article	Title
<b>10</b>	Credit for military licences
<b>10a</b>	Pilot training organisations
<b>10b</b>	FSTDs
<b>10c</b>	AeMCs
<b>11</b>	<b>Cabin crew medical fitness</b>
<b>11a</b>	<b>Cabin crew qualifications and related attestations</b>
<b>11b</b>	<b>Oversight capabilities</b>
<b>11c</b>	<b>Transitional measures</b>
<b>12*</b>	<b>Entry into force and application</b>

\* Also Article 2 of Regulation 290/2012



*ANNEX IV - Part-MED*

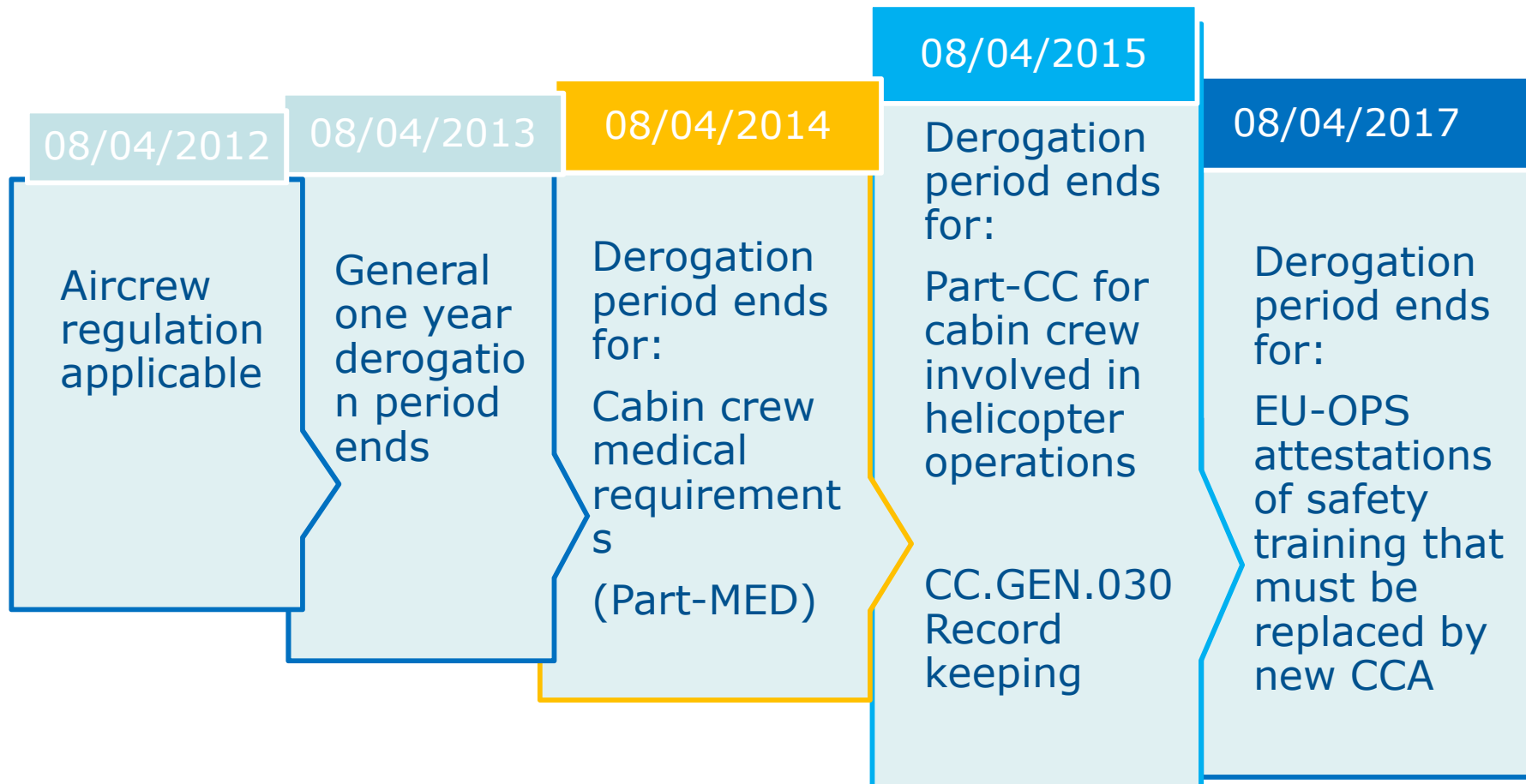
**ANNEX V - Part-CC**

**ANNEX VI – Subpart CC of Part-ARA**

- Transition deadlines
- Content
- Differences with the previous regulatory framework (EU-OPS)
- Link with the Air Operations Regulation



# Transition deadlines for Part-CC





- **Qualifications**
- **Cabin Crew Attestations (CCA)**
- Oversight by the competent authority
- *Medical fitness*

## Annex V Part-CC

.GEN

.CCA

.TRA





# Part-CC – Subpart GEN

- Competent authority
- **Scope:** requirements for the issue of cabin crew attestations (CCA) and the **conditions for the validity and use by the holder(s)**
- Application for a CCA
- Minimum age: 18 years
- **Privileges and conditions:**
  - **to act as** cabin crew member in Commercial Air Transport operations
  - **only if:** holding a valid CCA and a **list of aircraft type qualifications, and complying with Part-MED (as applicable)**
- **Documents and record keeping:**
  - **to keep CCA , list of aircraft types, and**
  - **training records, and present them if requested,** unless operator keeps docs and can make them available





# Part-CC – Subparts CCA and TRA

## CCA - Specific requirements for the CCA

- Issue of the CCA: by NAA, or if approved to do so by operator or CC TO
- Validity of CCA
  - may be suspended or revoked by the authority
  - becomes invalid after 5 years without operating as cabin crew

## TRA - Training requirements for CCA applicants/holders

- Provision of training
- Initial training and examination
  - Programme in Appendix 1 to Part-CC
- Aircraft type and variant qualification(s): **list to be issued to each CCM**
  - Differences, recurrent training, checking and 6 month recency required (refresher training)
  - Training programmes specified in Part-ORO



# Link **Part-CC** ↔ **Part-ORO**



## **CC.TRA.225 Aircraft type or variant qualification(s)**

- (a) Holders of a valid cabin crew attestation shall only operate on an aircraft if they are qualified **in accordance with the applicable requirements of Part-ORO**.
- (b) To be qualified for an aircraft type or a variant, the holder:
  - (1) shall comply with the applicable training, checking and validity requirements, covering as relevant to the aircraft to be operated:
    - (i) aircraft-type specific training, operator conversion training and familiarisation;
    - (ii) differences training;
    - (iii) recurrent training; and
  - (2) shall have operated within the preceding 6 months on the aircraft type, or shall have completed the relevant refresher training and checking before operating again on that aircraft type.



# Differences with EU-OPS

## ➤ **Definition clarified**

'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

## ➤ **Sharing of responsibilities clarified:** CCM / Operator / NAA

- Part-CC is directed to cabin crew members, Part-ARA to authorities, Part-ORO to operators,

## ➤ **Scope of the attestation expanded** to cover continuous competence of cabin crew

- EU-OPS initial training *versus* cabin crew member's competence (ref.definitions (e) and (g) in Basic Regulation)
- attested by list of aircraft type/variant qualifications
- may be suspended or revoked in case of significant non-compliance
- in the absence of flying duties, validity is limited to 60 months



# Content



- Qualifications
- Cabin Crew Attestations (CCA)
- **Oversight by the competent authority**
- *Medical fitness*





# Part-ARA - Subpart CC

## ➤ **Section I – Cabin crew attestation**

- Procedures for the issue and oversight
- Suspension or revocation of CCA

## ➤ **Section II – Organisations providing cabin crew training or issuing CCA**

- General conditions for approval by NAAs
- Technical criteria/standards remain to be specified by NAAs

## ➤ **Appendix II to Part-ARA**

- Harmonised format for CCA (EASA Form 142 Issue **1**)



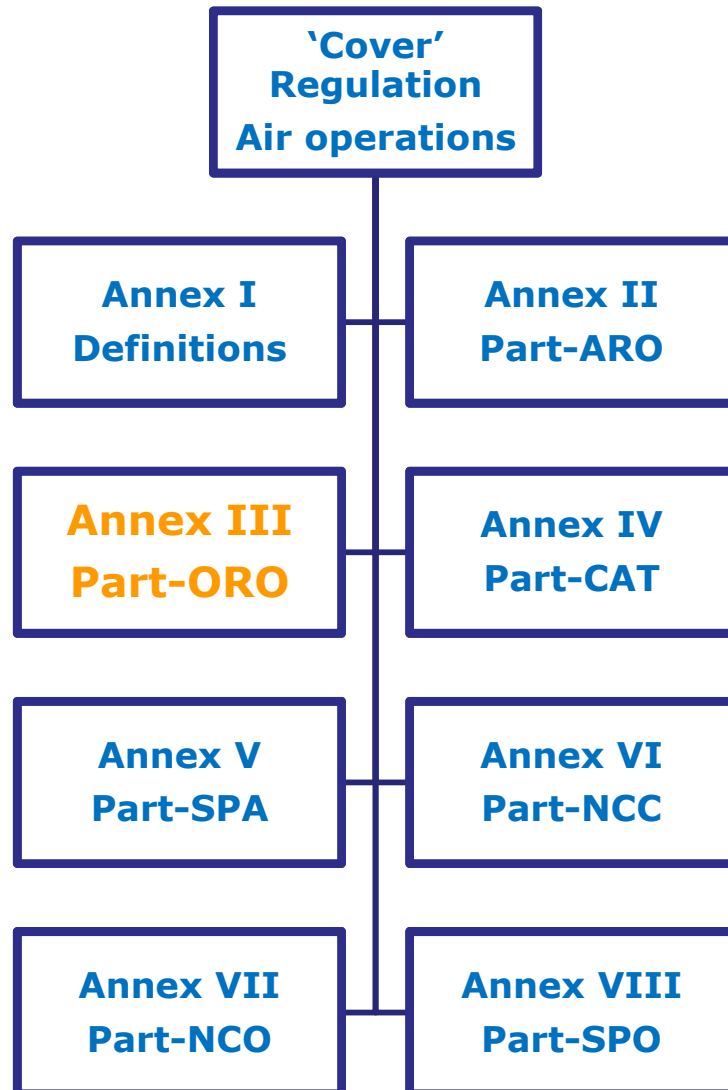
## ➤ Framework applicable to Cabin crew

- Overall structure for cabin crew
- Aircrew Regulation: Part-CC, Part-ARA and *Part-MED*
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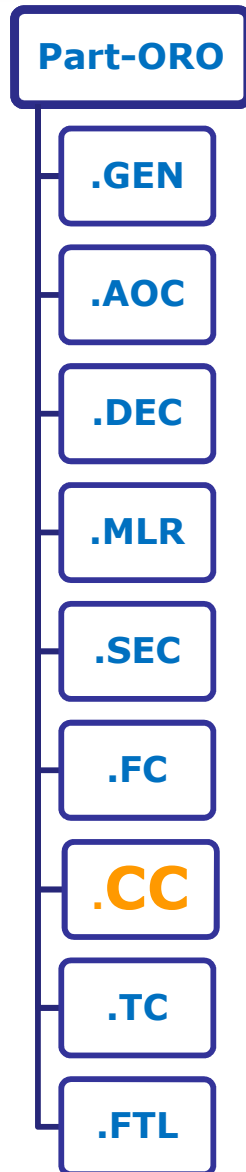
# Regulation Air operations



- **Part-ARO:** Authority requirements - OPS
- **Part-ORO:** Organisation requirements - OPS
- **Part-CAT:** Commercial air transport operations
- **Part-SPA:** Operations requiring specific approvals
- **Part-NCC:** non-commercial operations with complex motor-powered aircraft (CMPA)
- **Part-NCO:** non-commercial operations with other-than-CMPA
- **Part-SPO:** specialised operations, e.g. aerial work



# Subpart CC in Part-ORO structure



**.GEN** – general requirements

**.AOC** – air operator certification

**.DEC** – declaration (added soon)

**.MLR** – manual, logs, records

**.SEC** – security

**.FC** – flight crew

**.CC – cabin crew**

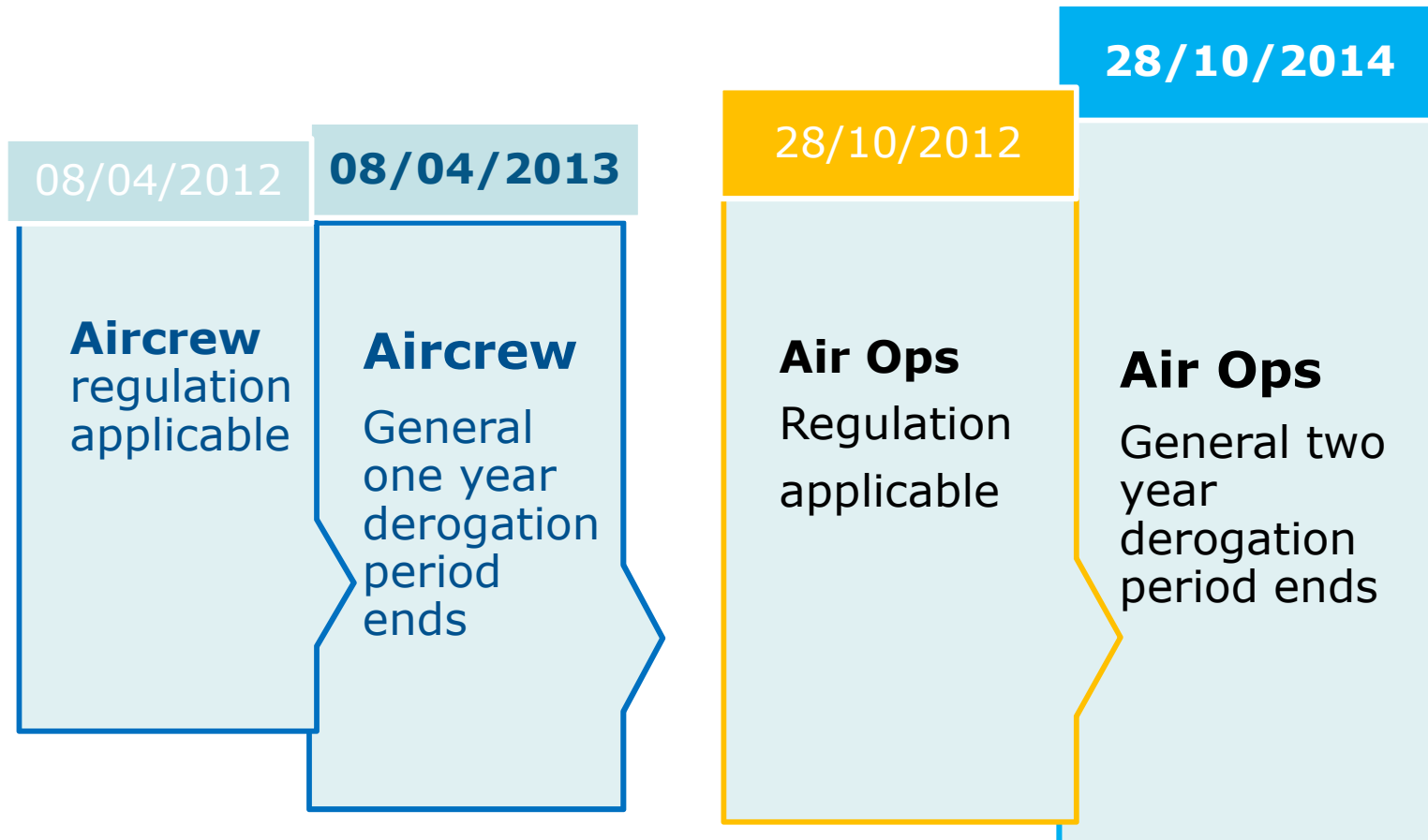
**.TC** – technical crew

**.FTL** – flight time limitations





# Transition deadlines for Part-ORO





# Differences with EU-OPS

- Initial qualification and related CCA in Part-CC, instead of in AIR OPS only as a requirement directed to operators
- *Common fitness requirements specified in Part-MED*  
(see dedicated presentation)
- *Link clarified between Certification rules and Operational rules*  
(see dedicated presentations)
  - *Determination of minimum required cabin crew*
  - *Determination of aircraft types/variants for cabin crew*



# Link **Part-ORO** ⇔ **Part-CC (1)**



## ➤ Subpart Cabin Crew – **ORO.CC.**

### ➤ **Section 1:** Common requirements for all operations

- **ORO.CC.110**, Conditions for assignment to duties, refers to Annex IV to Aircrew Regulation (Part-MED)
- **ORO.CC.115**, Conduct of training courses, to Annex V (Part-CC)
- **ORO.CC.120**, Initial training course, to Annex V (Part-CC)



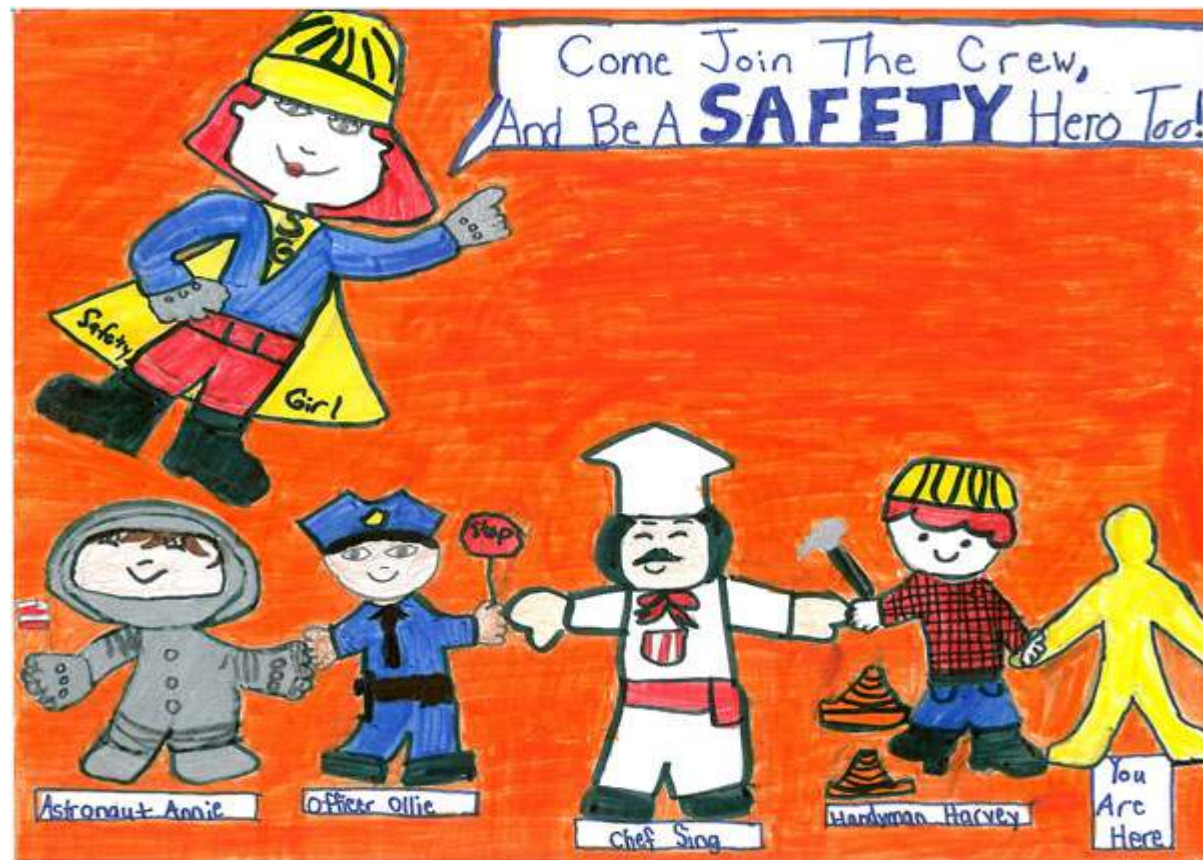
# Link **Part-ORO** ⇔ **Part-CC** (2)



- Subpart Cabin Crew – **ORO.CC.**
  - **Section 2:** Additional requirements only for cabin crew members involved in CAT operations
    - **ORO.CC.210**, Additional conditions for assignment to duties, also refers to Part-CC
    - **ORO.CC.215**, Training and checking and related documentation, requires the operator to provide a list of a/c qualifications showing validity (= continuous competence) referred to in Part-CC



## More information?





# Links

- **Aircrew** Regulation 1178/2011 (1)  
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:311:0001:0193:EN:PDF>
- **Aircrew** Regulation 290/2012 (2)  
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2012:100:0001:0056:EN:PDF>
- **Air operations** Regulation 965/2012  
<http://easa.europa.eu/regulations/flight-standards-implementing-rules.php#Air-Operations>
  - AMC and GM to Regulation 965/2012  
<http://easa.europa.eu/agency-measures/agency-decisions.php#Rulemaking-2012>
- **Air operations amending** Regulation 800/2013  
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:227:0001:0074:EN:PDF>
- EU-OPS1/JAR-OPS 3 **Cross reference table** – version 2  
<http://easa.europa.eu/flightstandards/cross-reference-table.html>
- **Official publications**  
<http://www.easa.europa.eu/official-publication/index.php>



# Acronyms, and more, in alphabetical order

- **a/c:** aircraft
- **AMC:** acceptable means of compliance
- **AeMC:** aero-medical center
- **AME:** aero-medical examiner
- **CAT:** commercial air transport
- **CC:** cabin crew
- **CCA:** cabin crew attestation
- **CCM:** cabin crew member
- **CC TO:** training organisation for CC
- **CRD:** comment response document (EASA responses to comments to NPA)
- **CS:** certification specification
- **ED Decision:** Decision of EASA Executive Director containing CS/AMC/GM
- **ER:** essential requirement
- **FC:** flight crew
- **FSTD:** flight simulation training device
- **FTL:** flight time limitations and rest requirements
- **GM:** guidance material
- **IR:** implementing rule
- **MMEL:** master minimum equipment list
- **NAA:** national aviation authority
- **NPA:** notice of proposed amendments
- **OHMP:** occupational health medical practitioner
- **Opinion:** EASA Opinion containing Implementing rules proposals
- **OSD:** operational suitability data
- **Part-CC:** Part Cabin Crew
- **Part-ARA:** Part Authority Requirements for Aircrew
- **Part-ORO:** Part Organisation Requirements for Air Operations
- **RAG/TAG:** Regulatory and Thematic Advisory Groups of national authorities
- **RIA:** regulatory impact assessment
- **SSCC:** Safety Standards consultation Committee of regulated persons and organisations
- **SCCM:** senior cabin crew member
- **TOR:** terms of reference





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## Three key points to summarise

Clarification of the link between certification and operations to ensure the overall consistency of the rules applicable to cabin crew and cabin/passenger safety

Competency-based qualifications as a support to cabin crew members for a better performance of their safety duties and responsibilities and the value of the experience gained

Sharing of responsibilities to promote awareness and more active contribution from all actors to safe operations

