European Union Aviation Safety Agency

# Aircrew

## What credit can I get as regards Subject 090 Communications for my IR, CPL or ATPL(H)/VFR?

### Answer

Regulation (EU) 2018/1974 extended the scope of the training & examination on communications for the CPL(A) and CPL(H) (and the ATPL(H)/VFR) from only VFR to both VFR and IFR. Likewise, it extended the scope of communications for the instrument rating from just IFR to both VFR and IFR. Applicants applying for a CPL or ATPL who already hold an IR can be credited towards Subject 090 Communications, if they sat that specific exam. Such credit can also be given to the IR holder who completed ECQB-based exams for Subjects “VFR Communications” and “IFR Communications”. If the applicant only completed “IFR Communications” then no credit for the exam is available. A similar case applies to applicants holding a CPL or ATPL(H)/VFR applying for an IR: credit towards Subject 090 is available, except for where the applicant only holds a pass in “VFR Communications”.

**Last updated:**
22/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/137736

## I have successfully passed the CB-IR theoretical knowledge examinations – what instrument rating can I use this for?

### Answer

According to point FCL.035 to Aircrew Regulation, someone who has successfully passed the IR(A) theoretical knowledge examination (including via the CB-IR(A) route) can use this towards their IR(A), or also for credit towards the Basic IR. If the candidate is seeking to obtain an IR in another aircraft category, additional training at an ATO must be completed.

**Last updated:**

22/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/137737

### On which learning objectives will my theoretical knowledge training and exam for the ATPL, CPL or instrument rating be based?

**Answer**

As of 01 February 2022, the theoretical knowledge training and exam is based on learning objectives that include Subject 090 Communications. The learning objectives are published as appendices to AMC1 FCL.310; FCL.515(b); FCL.615(b); FCL.835(d). Further information is available on the ECQB page.

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22/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/137738

## 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/en/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.

**Last updated:**
06/02/2018

**Link:**
https://www.easa.europa.eu/en/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.

**Last updated:**
06/02/2018

**Link:**
https://www.easa.europa.eu/en/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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06/02/2018

**Link:**
https://www.easa.europa.eu/en/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/en/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.

**Last updated:**
06/02/2018

**Link:**
https://www.easa.europa.eu/en/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.

**Last updated:**
06/02/2018

**Link:**
https://www.easa.europa.eu/en/faq/45112

# Licensing

## 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". Commission Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew (“the Aircrew Regulation”) covers both flight crew and cabin crew.

Annex I (Part-FCL) to the Aircrew Regulation contains Implementing Rules for Flight Crew.
Annex V (Part-CC) to the Aircrew Regulation contains Implementing Rules for Cabin Crew.

**Last updated:**
23/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/19182

## 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.**

Pilots must receive differences training or familiarisation as appropriate in accordance with point FCL.710 of Part-FCL in order to extend their privileges to another variant of aircraft within one class or type rating.
A class or type rating and license endorsement should comply with the class and type ratings that are listed in one of the following EASA publications, as applicable: (1) ‘List of Aeroplanes — Class and Type Ratings and Endorsement List’; and (2)

‘List of Helicopters — Type Ratings List’ .
Unless otherwise required in the EASA Type Rating & License Endorsement List Flight Crew’ published on the Agency’s web page, aircraft models/names of variants which are separated by a horizontal line in the tables require differences training, whereas those aircraft which are contained in the same cell require familiarisation when transitioning from one aircraft to another.

2. **Qualification of pilots, instructors and examiners for the new variant:**
1. 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 complete differences training or familiarization on that new type (as applicable) and qualify in accordance with the last subparagraph of point FCL.910.TRI(b) / point FCL.910.SFI or, alternatively and solely for the initial phase of new aircraft introduction, may obtain a special certificate in accordance with point FCL.900(b) (special conditions for the introduction of a new type).
2. 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 (1) and (2) above (differences training on the new variant and instructor privileges).
3. 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:**
22/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/19200

## How should the new class and type rating list for aeroplanes which is published on the Agency’s website be understood?

**Answer**

For guidance on how to read and understand the EASA List of Class or Type Ratings, please refer to the related Explanatory Notes.

**Last updated:**

22/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/19179

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

**Answer**

For conversion of third country licences, the provisions of the Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 are applicable. That Regulation sets out possible credits and experience requirements, when seeking a Part-FCL licence on the basis of a third-country licence.
National Competent authorities of the EASA Member States are responsible for the conversion of third country licences. 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 competent authorities (NAAs), please visit the EASA member states page.
To access the different national competent authorities, you should:
1. select the tab ''EASA Member State'';
2. select the MS to be contacted;
3. select the hyperlink to the authority website under the 'Related Content' tab.

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22/03/2023

**Link:**
https://www.easa.europa.eu/en/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/en/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/en/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/en/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/en/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/en/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
  - **Pre-requisite 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:**
22/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/44871

## To which extent flight synthetic training devices (FSTDs) can be used for UPRT?

**Answer**

Training 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 mandates the conduct of ‘approach-to-stall’ exercises only, with no obligation to conduct ‘post-stall’ exercises. For the conduct of stall or post-stall UPRT exercises, FSTDs need to be qualified in accordance with special evaluation criteria (see Section A point 18 of Appendix 9 to Part-FCL).

**Last updated:**
06/09/2023

**Link:**
https://www.easa.europa.eu/en/faq/44873

## Is UPRT also be mandatory for the LAPL and the PPL?

**Answer**

UPRT, as introduced into Part-FCL with amending Regulation (EU) 2018/1974, is not applicable to LAPL or PPL training.
However, to address the fact that loss of control in-flight is still a major issue in general aviation, the requirements and associated AMC applicable to training flights for revalidation of SEP and TMG class ratings/privileges are planned to be revised to outline the necessity for these training flights to cover emergency procedures (such as different stall scenarios).

**Last updated:**
22/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/44874

### What is UPRT?

**Answer**

UPRT stands for aeroplane ‘upset prevention and recovery training’ and constitutes:

- aeroplane upset prevention training: a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to prevent aeroplane upsets; and
- aeroplane upset recovery training: a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to recover from aeroplane upsets.

In order to expose pilots to different ‘levels’ of UPRT at various stages of their professional pilot’s career, Annex I (Part-FCL) to Regulation (EU) No 1178/2011 contains the following “levels” of UPRT:

- **Basic UPRT** exercises as part of all CPL and ATP integrated training courses as well as the MPL training course (phase 1 to 3).
- An ‘**advanced UPRT course**’ including 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 to address the specificities of the relevant class or type of aeroplane.

**Last updated:**
22/03/2023

**Link:**
https://www.easa.europa.eu/en/faq/44870

## Performance-based Navigation applicability

### 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/en/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/en/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/en/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/en/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/en/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/en/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/en/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/en/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).

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21/01/2019

**Link:**
https://www.easa.europa.eu/en/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

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24/04/2019

**Link:**
https://www.easa.europa.eu/en/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

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06/07/2021

**Link:**
https://www.easa.europa.eu/en/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.

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06/07/2021

**Link:**
https://www.easa.europa.eu/en/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).

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**Link:**
https://www.easa.europa.eu/en/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
- 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).

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20/03/2018

**Link:**
https://www.easa.europa.eu/en/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.

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**Link:**
https://www.easa.europa.eu/en/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.

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20/03/2018

**Link:**
https://www.easa.europa.eu/en/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.

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**Link:**
https://www.easa.europa.eu/en/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.

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## 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.

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