



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

FCL & OPS TAG Special Meeting

8 March 2013

**A few highlights
on the new framework for cabin crew**

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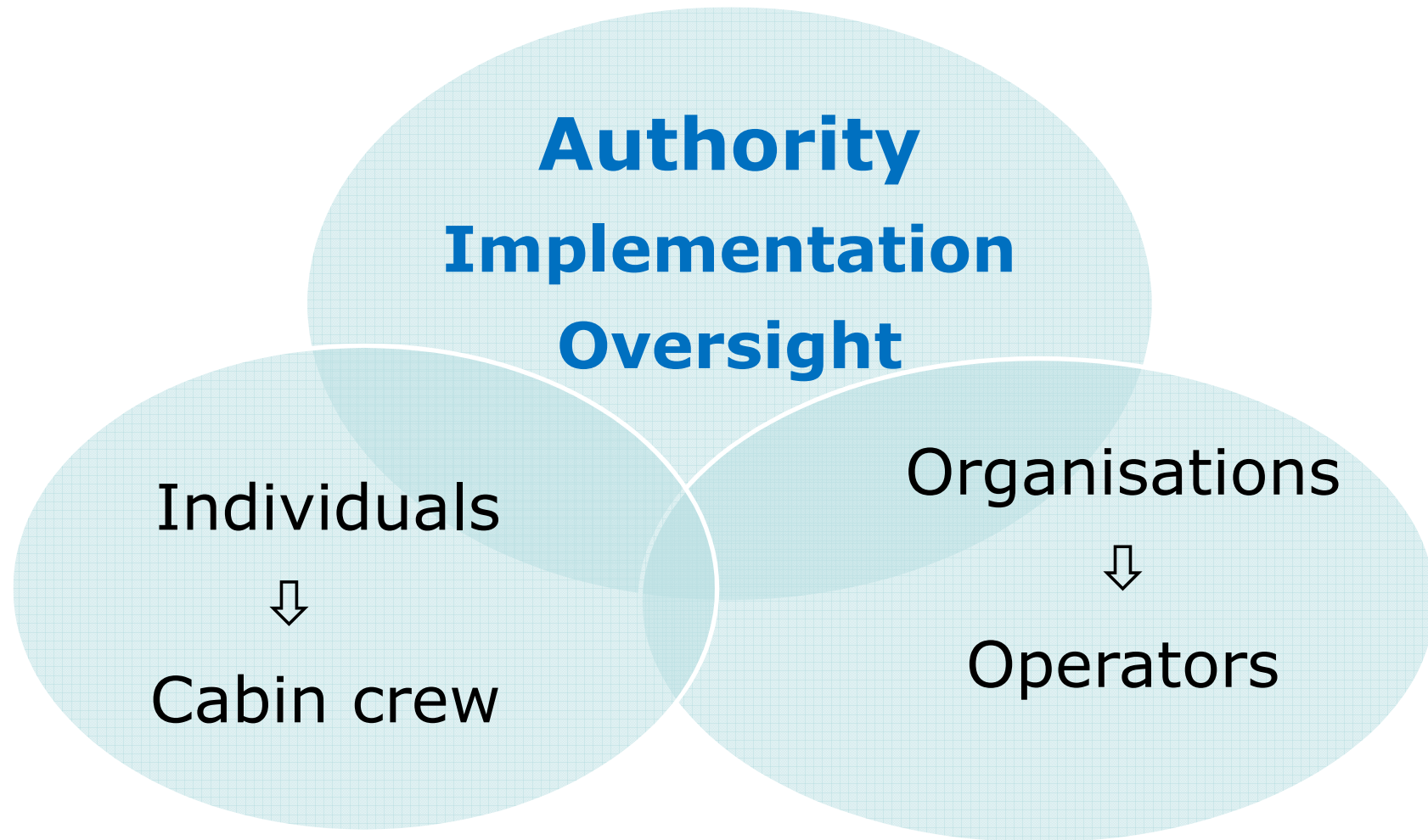


OUTLINE

- Sharing of tasks/responsibilities
- Structure
- Transition
- Part-CC

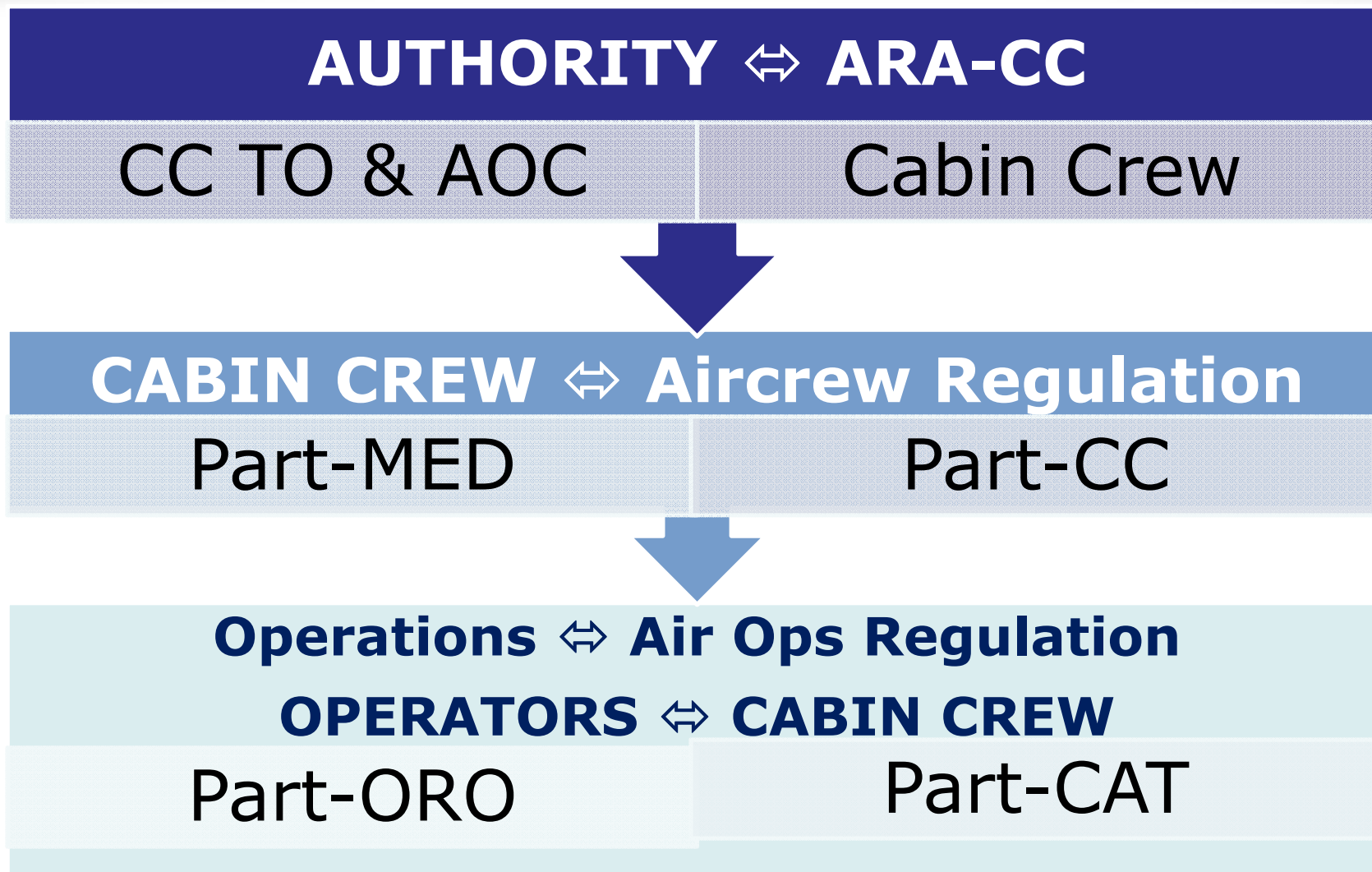


SHARING OF TASKS/RESPONSIBILITIES





STRUCTURE





TRANSITION

Part-CC
8 April 2013

Part-MED
8 April
2014

Part-ORO
28 October
2014

CC.GEN.030
8 April 2015

Part-CC
Helicopters
8 April 2015

EU-OPS
Attestations
CCA
8 April 2017



PART-CC (ANNEX V)

- Focusing on
 - the main **transition** aspects
 - the main **differences** with the EU-OPS system



Part-CC: for cabin crew in CAT operations

- **Initial training and attestations are specified in the Aircrew Regulation, in Part-CC** applicable at the latest by:
 - 8 April 2013 for CAT operations by aeroplanes, and
 - 8 April 2015 for CAT operations by helicopters.

- To act in CAT operations, cabin crew members must hold **a valid cabin crew attestation (CCA)** – CC.GEN.025(b)

As transition, Article 11a foresees for cabin crew members holding, at the date of applicability, attestations of safety training issued under EU-OPS:

- ❑ *In point 2, that such EU-OPS attestations of safety training are grandfathered under certain conditions, and*
- ❑ *In point 3, that they must be replaced with a new CCA by 8 April 2017 at the latest.*

- **CCA may be suspended or revoked by NAA** – CC.CCA.105
 - ❑ *As they are considered as equivalent to CCA until they are replaced, this also applies to EU-OPS attestations that are grandfathered.*



Part-CC: for cabin crew in CAT operations

- **CCA remain valid provided the holder complies with Part-CC, in particular:**
 - **Initial training 60 month validity** – CC.CCA.105
 - ❑ *Having operated within the preceding 60 months is a rolling requirement applicable to all holders of a CCA. It starts counting from 8 April 2013.*
 - ❑ *After 60 months without operating, the level of competence/knowledge that was acquired with initial training is considered as not maintained. The initial training must be again completed, and a CCA be issued.*
 - **Relevant requirements of:**
 - Part-MED**, applicable at the latest by 8 April 2014 (CC.GEN.025(b)(2))
 - Part-ORO**, applicable at the latest by 28 October 2014 – (CC.TRA.225)
 - ❑ *Until the relevant requirements of Part-MED and of Part-ORO become applicable, the corresponding EU-OPS requirements apply instead.*



Part-ARA - Subpart CC

- **Section I** - ARA.CC.100 and ARA.CC.105:
 - require procedures to be established for the issue, record-keeping and oversight of CCA;
 - specify the conditions for the issuance of CCA;
 - require Member States to make public which entity and/or organisation(s) will issue CCA in their territory;
 - specify the cases where the authority should take measures such as the suspension or revocation of CCA.



Part-ARA - Subpart CC

➤ **Section II** - ARA.CC.200:

- specify general principles for approving organisations that will provide cabin crew training and will issue CCA
- ❑ *As not specifically mentioned in the Basic Regulation, common technical standards were not developed for training organisations for CC (CC TO). Their approval continues to be granted based on national technical standards and requirements. CC TO are therefore not entitled to mutual recognition by Member States, hence until common EU requirements are developed.*
- ❑ *However, CCA, issued by approved CC TO in accordance with Part-CC and with the relevant procedures established by the competent authority, shall be automatically recognised by all Member States.*



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Further information with ...

**The discussion on your questions
of understanding
&
The dedicated workshop in the
autumn**

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