



THE EUROPEAN APPROACH TO CABIN CREW COMPETENCE

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CABIN CREW COMPETENCE



Cabin and Passenger safety

Assistance and protection of passengers, cabin surveillance, first-aid, fire-fighting, survival ...

Flight safety and Security

Contribution to prevention and mitigation of hazards, incidents, accidents



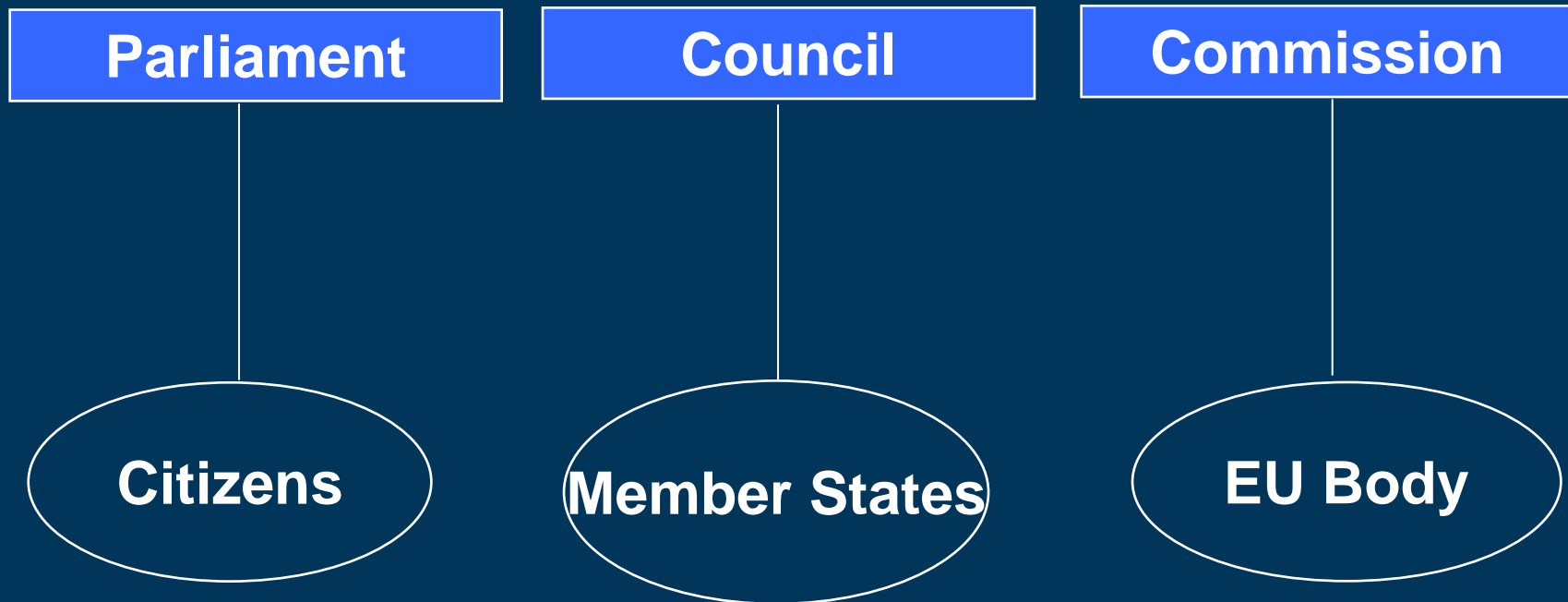
CONTENT

- **The EU regulatory system**
 - European Aviation Safety Agency – EASA

- **The European approach to cabin crew competence**
 - EASA NPA OPS deriving from the 'Basic Regulation'



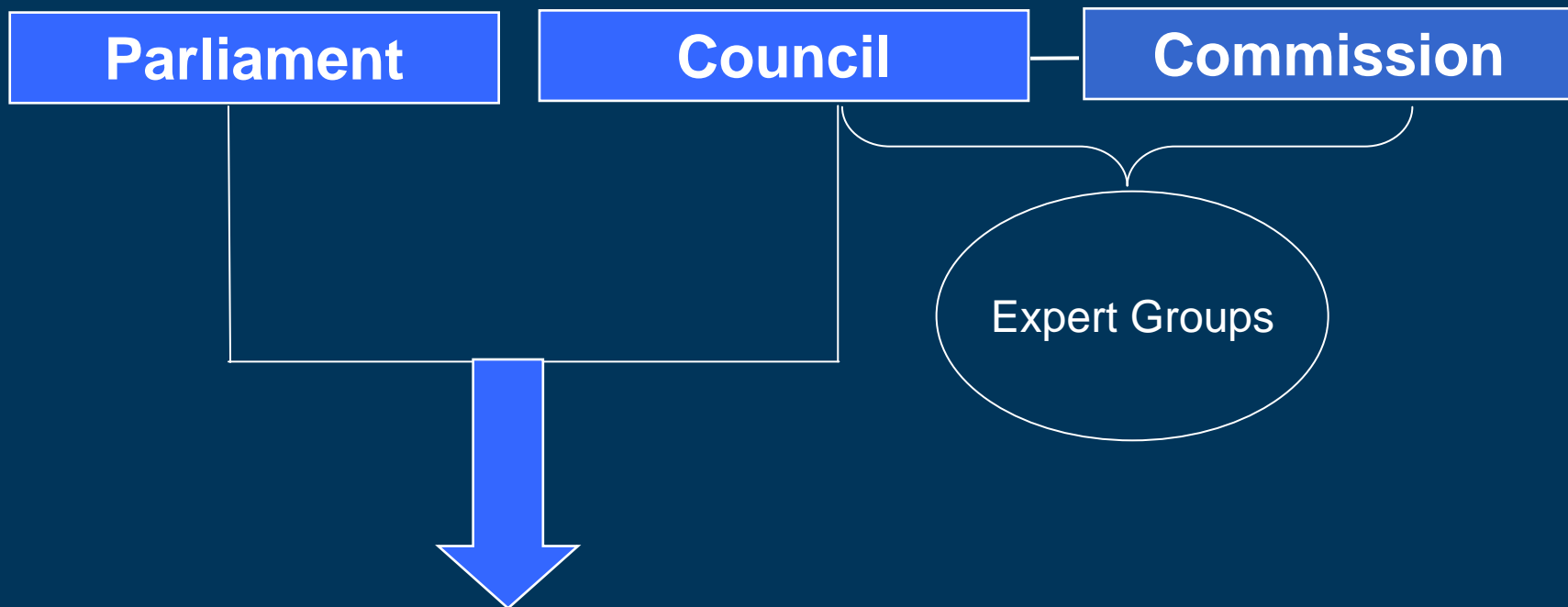
THE EU REGULATORY SYSTEM





THE EU REGULATORY SYSTEM

Co-Decision Procedure



REGULATION (EC) No 216/2008

OF THE EUROPEAN PARLIAMENT

AND OF THE COUNCIL



Regulation (EC) 216/2008 **Basic Regulation (BR)**

➤ *Decisions of the EU legislator*

- ★ *EASA competence extended to FCL, Air Operations and Third-Country Operators***
- ★ *EASA tasked to develop proposals for Implementing Rules (IRs) and Acceptable Means of Compliance (AMC) in those fields***



European Aviation Safety Agency

Regulation (EC) 216/2008 **Basic Regulation (BR)**

→ The rulemaking process

→ Drafting of proposals by the Agency

→ NPAs published on EASA website for public consultation

→ 'Opinions' to be prepared for the European Commission

→ Latest application date of IRs: April 2012



European Aviation Safety Agency

Structure of the Regulations

EASA Opinion

Basic Regulation
Essential Requirements
binding rules

Council and Parliament

Implementing Rules (IR)
further define essential requirements
binding rules

Commission

EASA Decision

Acceptable Means of Compliance (AMC)
non-binding but
demonstration is needed for alternative MC

Guidance Material (GM)
non-binding material for further clarification



THE AGENCY

- Operational since 2003
 - Based in Cologne, Germany
 - With some 500 professionals from all EASA Member States





EASA ROLES

➤ Executive Role

- ✦ Certification of Aircraft
- ✦ Approval of Organisations in Third Countries

➤ Legislative Role

- ✦ Assist the European Commission by drafting 'Opinions'
- ✦ Publish 'Decisions' (AMC and GM Material)

➤ Monitoring Role

- ✦ Standardisation

CABIN CREW COMPETENCE





CABIN CREW COMPETENCE: Towards harmonisation in Europe

- **1. From the early 90s: JAR-OPS 1**
 - ★ ***Requirements to be transposed by the Member States into their national legislation***
 - ★ ***Rules directed to the Operators fully responsible for the competence of cabin crew***
 - ★ ***Allowed national variants & different processes***



CABIN CREW COMPETENCE: Towards harmonisation in Europe

➤ 2. Since 16 July 2008: EU OPS

- ★ *Training and operational requirements to the Operator (≈ Section 1 of JAR-OPS 1)***
- ★ *New attestation recognised in all EU as evidence of initial safety training, issued to the CCM by the Authority, or on its behalf by an operator or a training organisation specifically approved to do so***
- ★ *Towards more harmonisation but some national differences remain***



CABIN CREW COMPETENCE: Towards harmonisation in Europe

➤ **The EU legislator's view as regards EU OPS provisions for cabin crew :**

★ **as stated in a recital:**

'In the review of certain provisions referred to in Article 8a, the course towards further harmonisation of cabin crew training requirements hitherto adopted should be maintained, in order to facilitate the free movement of cabin crew personnel within the Community. In this context, the possibility of further harmonisation of cabin crew qualifications should be re-examined'.



European Aviation Safety Agency

CABIN CREW COMPETENCE: Towards harmonisation in Europe

- 3. The future rules deriving from **Regulation (EC) 216/2008**
 - EASA proposals to public consultation
 - NPA 2009-02 on Air Operations

http://www.easa.europa.eu/ws_prod/r/r_npa.php



Regulation (EC) 216/2008 *The EU objectives*

- ★ **A high uniform level of civil aviation safety in Europe, and**
 - additional objectives, such as
 - the **free movement** of goods, persons and services
 - a **level playing field** for all actors in the EU aviation market



Regulation (EC) 216/2008 *The EU objectives*

→ With means such as

- the preparation, adoption and **uniform application** of all necessary acts
- the **recognition**, without additional requirements, **of certificates, licences, approvals or other documents** granted to products, personnel and organisations in accordance with this Regulation and its implementing rules
- the **uniform implementation** of all necessary acts by the national aviation authorities and the Agency within their respective areas of responsibility



Regulation (EC) 216/2008

The European Approach to Cabin Crew competence

➤ Article 8 Air operations

4. Cabin crew involved in the operation of aircraft referred to in Article 4(1)(b) and (c) shall comply with the essential requirements laid down in Annex IV.

Those involved in commercial operations shall hold an attestation ...

5. Those measures shall specify in particular: ...

- conditions for issuing, maintaining, amending, limiting, suspending or revoking the cabin crew attestation...



ANNEX IV Essential requirements for air operations

7.a. The number and composition of the crew must be determined taking into account:

- (i) the certification limitations of the aircraft, including if applicable, the relevant emergency evacuation demonstration;**
- (ii) the aircraft configuration; and**
- (iii) the type and duration of operation**



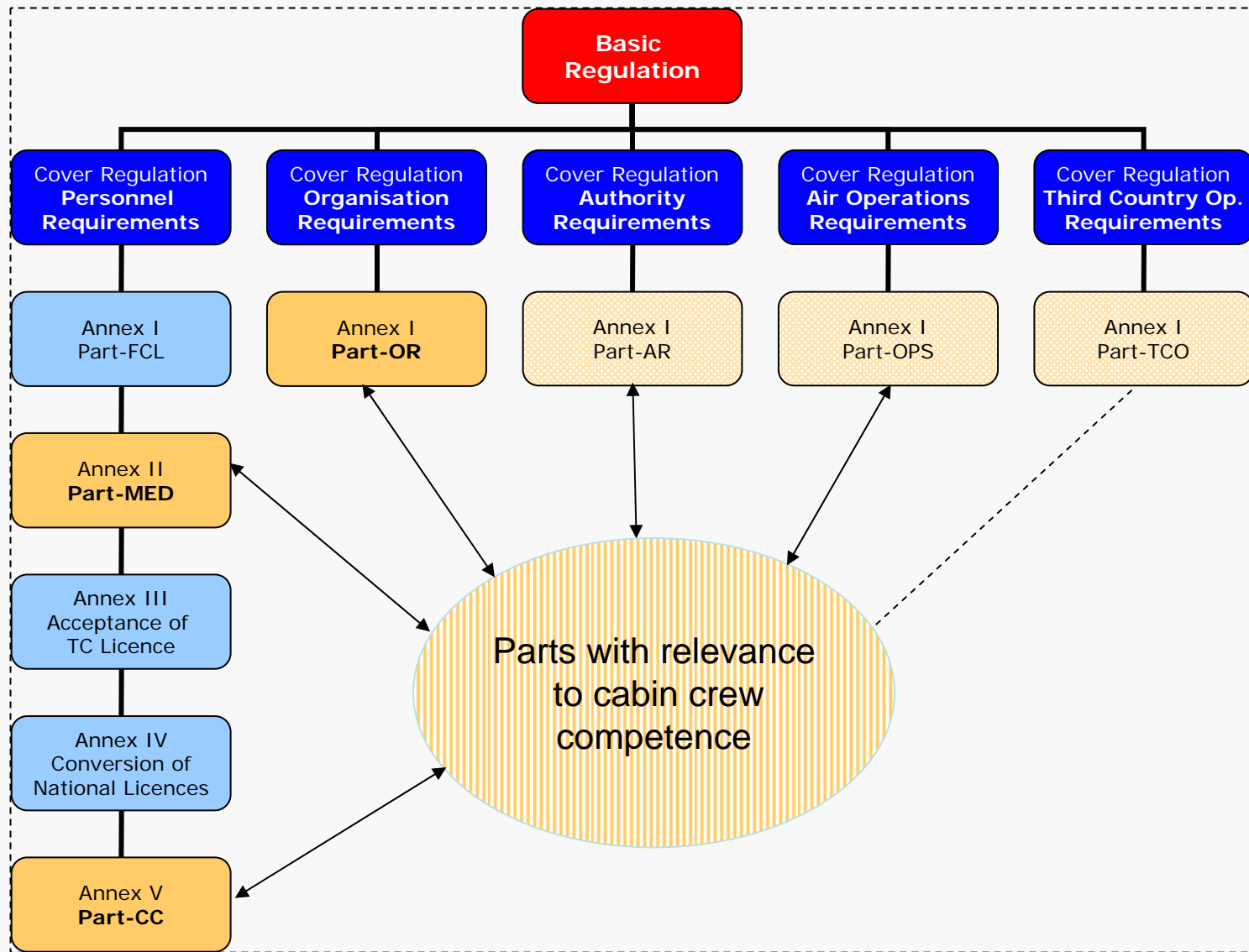
Regulation (EC) 216/2008
The European Approach to Cabin Crew competence

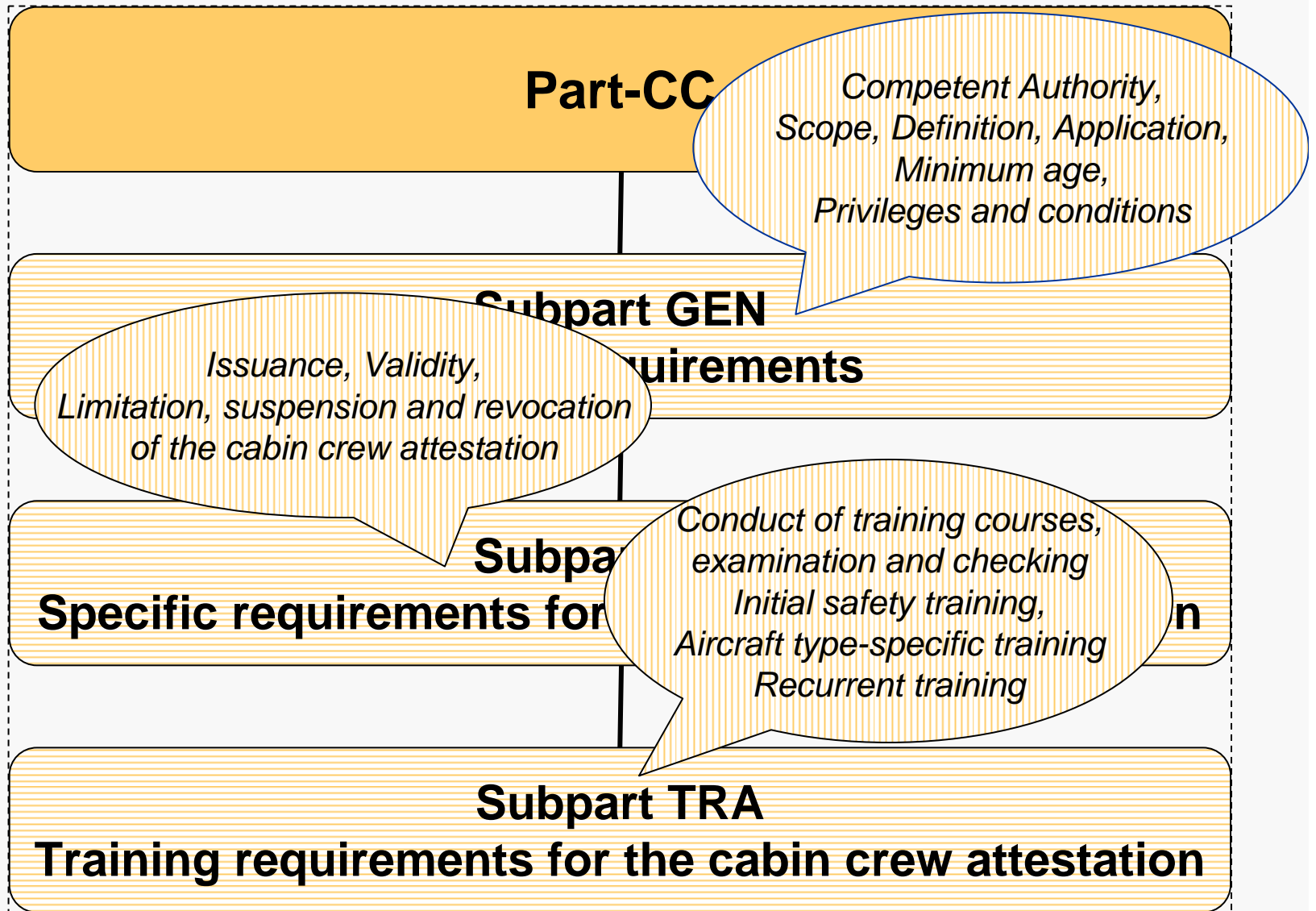
7.b. Cabin crew members must:

- (i) be trained and checked on a regular basis to **attain and maintain an adequate level of competency** in order to perform their assigned safety duties; and

- (ii) **be periodically assessed for medical fitness** to safely exercise their assigned safety duties. **Compliance must be shown by appropriate assessment based on aero-medical best practice**

PARTS STRUCTURE and Cabin Crew rules







Part-MED

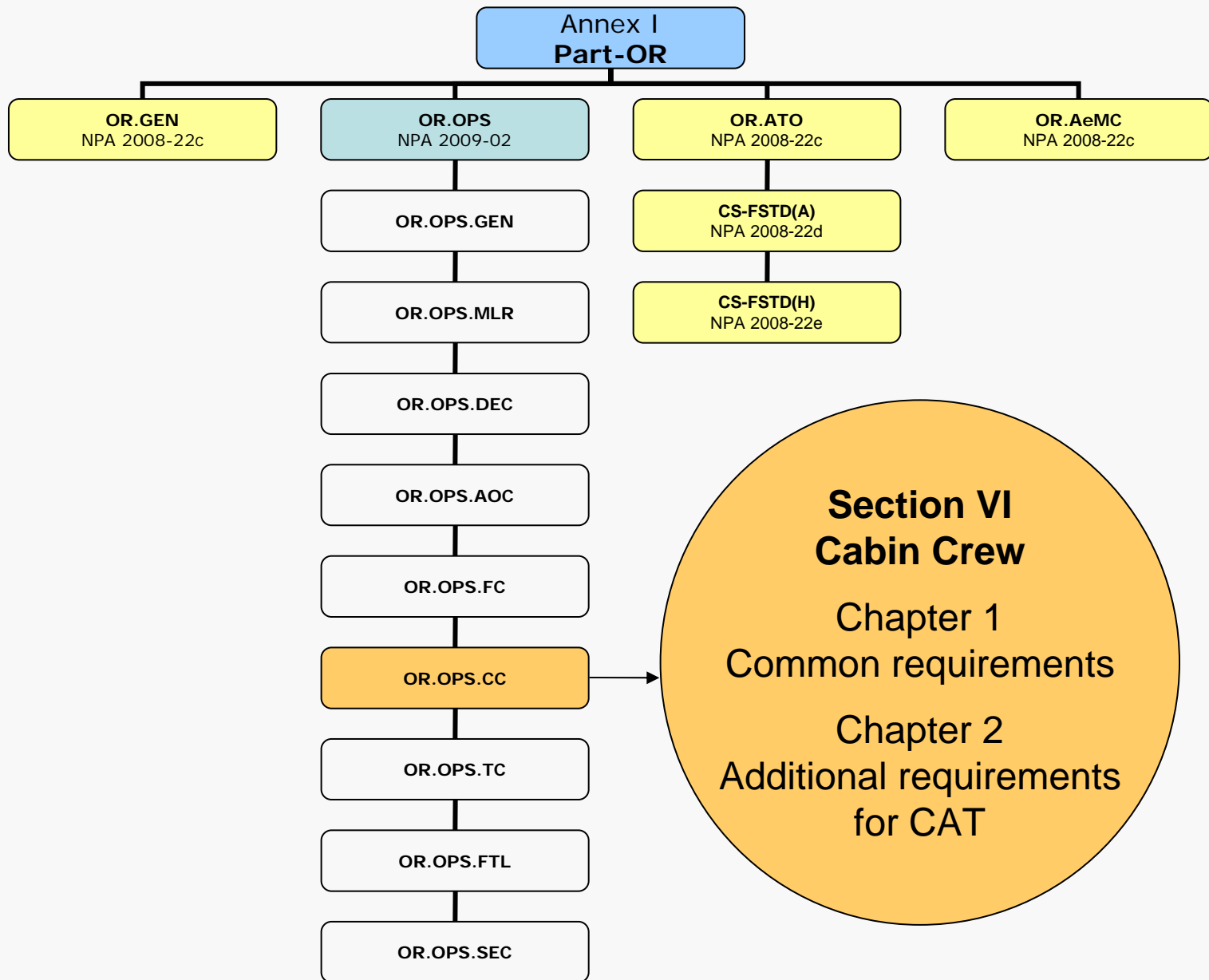
Section 4
General,
*Frequency of aero-medical
examinations and assessments,
Aero-medical
examinations and assessments*

Subpart A General requirements

Section 1
General requirements


Section 2
*Specific requirements
for medical fitness of cabin crew*

Subpart E Requirements for medical fitness of cabin crew



Part-OR Subpart OPS

Scope



*Number and composition of CC,
Conditions for assignment to duties,
Training courses and checking,
Initial safety training,
Operator's aircraft type training,
Familiarisation,
Operator's recurrent training,
Operator's refresher training*

VI – Cabin Crew

*Number and composition of CC,
Conditions for assignment to duties,
Training courses and checking,
Operation on more than
one aircraft type or variant,
Single cabin crew operations,
Senior cabin crew member*

Chapter Common re

Chapter 2

Additional requirements for Commercial Air Transport



Cabin crew competence related elements still subject to national provisions

- **BR does not require common criteria to be specified for the approval of organisations providing cabin crew training**
 - ✦ *NPA proposal: approval based on national requirements*
- **BR does not require common criteria to be specified for the qualifications of instructors and examiners**
 - ✦ *Area remaining subject to national provisions*
- **BR does not require the issuance of medical certificates**
 - ✦ *NPA proposal: as unfitness medical assessment may lead to limitation, suspension or revocation of the cabin crew attestation, information but only in case of 'suspected unfitness' or 'unfit assessment' shall be provided to the competent authority*



Regulation (EC) 216/2008

The European Approach to Cabin Crew competence

- ★ **Common requirements for all cabin crew**
 - ➔ safety training, and
 - ➔ medical fitness

- ★ **Cabin crew attestation for CAT operations**
 - ➔ showing compliance of the holder with the rules,
 - ➔ recognised in all EU/EASA Member States,
 - ➔ to be maintained valid



Regulation (EC) 216/2008

The European Approach to Cabin Crew competence

- ★ **Aiming at:**
 - **First of all, a high level of safety,**
 - **Uniform implementation of the applicable safety rules,**
 - and**
 - **Improved legal certainty for the individual**
 - **Facilitation of mobility**
 - **Level playing field**



European Aviation Safety Agency

Future rules for European Cabin Crew

- **Will replace EU OPS Subpart O from April 2012**
- **Developed in accordance with the objectives and the legal basis defined by the legislator in the Basic Regulation**
- **The final outcome will depend on the contributions from all interested parties to the NPA**



European Aviation Safety Agency

For more information ...

<http://www.easa.europa.eu>

<http://www.easa.europa.eu/flightstandards/>

➤ ***Questions of clarification?***

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