

**ORO.FC.H.250 Commanders holding a CPL(H)**

(a) The holder of a CPL(H) (helicopter) shall only act as commander in commercial air transport on a single-pilot helicopter if:

- (1) when operating under IFR, he/she has a minimum of 700 hours total flight time on helicopters, including 300 hours as pilot-in-command. These hours shall include 100 hours under IFR. The 300 hours as pilot-in-command may be substituted by hours operating as co-pilot within an established multi-pilot crew system prescribed in the operations manual on the basis of two hours of flight time as co-pilot for one hour flight time as pilot-in-command;
- (2) when operating under visual meteorological conditions (VMC) at night, he/she has:
  - (i) a valid instrument rating; or
  - (ii) 300 hours of flight time on helicopters, including 100 hours as pilot-in-command and 10 hours as pilot flying at night.

## SUBPART CC

**CABIN CREW****ORO.CC.005 Scope**

This Subpart establishes the requirements to be met by the operator when operating an aircraft with cabin crew.

## SECTION 1

***General requirements*****ORO.CC.100 Number and composition of cabin crew**

(a) The number and composition of cabin crew shall be determined in accordance with 7.a of Annex IV to Regulation (EC) No 216/2008, taking into account operational factors or circumstances of the particular flight to be operated. At least one cabin crew member shall be assigned for the operation of aircraft with an MOPSC of more than 19 when carrying one or more passenger(s).

(b) For the purpose of complying with (a), the minimum number of cabin crew shall be the greater of the following:

- (1) the number of cabin crew members established during the aircraft certification process in accordance with the applicable certification specifications, for the aircraft cabin configuration used by the operator; or
- (2) if the number under (1) has not been established, the number of cabin crew established during the aircraft certification process for the maximum certified passenger seating configuration reduced by 1 for every whole multiple of 50 passenger seats of the aircraft cabin configuration used by the operator falling below the maximum certified seating capacity; or
- (3) one cabin crew member for every 50, or fraction of 50, passenger seats installed on the same deck of the aircraft to be operated.

(c) For operations where more than one cabin crew member is assigned, the operator shall nominate one cabin crew member to be responsible to the pilot-in-command/commander.

**ORO.CC.110 Conditions for assignment to duties**

(a) Cabin crew members shall only be assigned to duties on an aircraft if they:

- (1) are at least 18 years of age;
- (2) have been assessed, in accordance with the applicable requirements of Annex IV (Part-MED) to Regulation (EU) No 1178/2011, as physically and mentally fit to perform their duties and discharge their responsibilities safely; and
- (3) have successfully completed all applicable training and checking required by this Subpart and are competent to perform the assigned duties in accordance with the procedures specified in the operations manual.

(b) Before assigning to duties cabin crew members who are working on a freelance or part-time basis, the operator shall verify that all applicable requirements of this Subpart are complied with, taking into account all services rendered by the cabin crew member to any other operator(s), to determine in particular:

- (1) the total number of aircraft types and variants operated; and
- (2) the applicable flight and duty time limitations and rest requirements.

(c) Operating cabin crew members, as well as their role with regard to the safety of passengers and flight, shall be clearly identified to the passengers.

#### **ORO.CC.115 Conduct of training courses and associated checking**

- (a) A detailed programme and syllabus shall be established by the operator for each training course in accordance with the applicable requirements of this Subpart, and of Annex V (Part-CC) to Regulation (EU) No 290/2012 where applicable, to cover the duties and responsibilities to be discharged by the cabin crew members.
- (b) Each training course shall include theoretical and practical instruction together with individual or collective practice, as relevant to each training subject, in order that the cabin crew member achieves and maintains the adequate level of proficiency in accordance with this Subpart.
- (c) Each training course shall be:
  - (1) conducted in a structured and realistic manner; and
  - (2) performed by personnel appropriately qualified for the subject to be covered.
- (d) During or following completion of all training required by this Subpart, each cabin crew member shall undergo a check covering all training elements of the relevant training programme, except for crew resource management (CRM) training. Checks shall be performed by personnel appropriately qualified to verify that the cabin crew member has achieved and/or maintains the required level of proficiency.
- (e) CRM training courses and CRM modules where applicable shall be conducted by a cabin crew CRM instructor. When CRM elements are integrated in other training, a cabin crew CRM instructor shall manage the definition and implementation of the syllabus.

#### **ORO.CC.120 Initial training course**

- (a) Each new entrant who does not already hold a valid cabin crew attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012:
  - (1) shall be provided with an initial training course as specified in CC.TRA.220 of that Annex; and
  - (2) shall successfully undergo the associated examination before undertaking other training required by this Subpart.
- (b) Elements of the initial training programme may be combined with the first aircraft type specific training and operator conversion training, provided that the requirements of CC.TRA.220 are met and any such element(s) are recorded as elements of the initial training course in the training records of the cabin crew members concerned.

#### **ORO.CC.125 Aircraft type specific training and operator conversion training**

- (a) Each cabin crew member shall have completed appropriate aircraft type specific training and operator conversion training, as well as the associated checks, before being:
  - (1) first assigned by the operator to operate as a cabin crew member; or
  - (2) assigned by that operator to operate on another aircraft type.
- (b) When establishing the aircraft type specific and the operator conversion training programmes and syllabi, the operator shall include, where available, the mandatory elements for the relevant type as defined in the data established in accordance with Regulation (EC) No 1702/2003.

(c) The aircraft type specific training programme shall:

- (1) involve training and practice on a representative training device or on the actual aircraft; and
- (2) cover at least the following aircraft type specific training elements:
  - (i) aircraft description as relevant to cabin crew duties;
  - (ii) all safety equipment and systems installed relevant to cabin crew duties;
  - (iii) operation and actual opening, by each cabin crew member, of each type or variant of normal and emergency doors and exits in the normal and emergency modes;
  - (iv) demonstration of the operation of the other exits including flight crew compartment windows;
  - (v) fire and smoke protection equipment where installed;
  - (vi) evacuation slide training, where fitted;
  - (vii) operation of the seat, restraint system and oxygen system equipment relevant to pilot incapacitation.

(d) The operator conversion training programme for each aircraft type to be operated shall:

- (1) involve training and practice on a representative training device or on the actual aircraft;
- (2) include training in the operator's standard operating procedures for cabin crew members to be first assigned to duties by the operator;
- (3) cover at least the following operator specific training elements as relevant to the aircraft type to be operated:
  - (i) description of the cabin configuration;
  - (ii) location, removal and use of all portable safety and emergency equipment carried on-board;
  - (iii) all normal and emergency procedures;
  - (iv) passenger handling and crowd control;
  - (v) fire and smoke training including the use of all related fire-fighting and protective equipment representative of that carried on-board;
  - (vi) evacuation procedures;
  - (vii) pilot incapacitation procedures;
  - (viii) applicable security requirements and procedures;
  - (ix) crew resource management.

#### **ORO.CC.130 Differences training**

(a) In addition to the training required in ORO.CC.125, the cabin crew member shall complete appropriate training and checking covering any differences before being assigned on:

- (1) a variant of an aircraft type currently operated; or
- (2) a currently operated aircraft type or variant with different:
  - (i) safety equipment;
  - (ii) safety and emergency equipment location; or
  - (iii) normal and emergency procedures.

(b) The differences training programme shall:

- (1) be determined as necessary on the basis of a comparison with the training programme completed by the cabin crew member, in accordance with ORO.CC.125(c) and (d), for the relevant aircraft type; and
- (2) involve training and practice in a representative training device or the actual aircraft as relevant to the difference training element to be covered.

(c) When establishing a differences training programme and syllabus for a variant of an aircraft type currently operated, the operator shall include, where available, the mandatory elements for the relevant aircraft type and its variants as defined in the data established in accordance with Regulation (EC) No 1702/2003.

#### **ORO.CC.135 Familiarisation**

After completion of aircraft type specific training and operator conversion training on an aircraft type, each cabin crew member shall complete appropriate supervised familiarisation on the type before being assigned to operate as a member of the minimum number of cabin crew required in accordance with ORO.CC.100.

#### **ORO.CC.140 Recurrent training**

- (a) Each cabin crew member shall complete annually recurrent training and checking.
- (b) Recurrent training shall cover the actions assigned to each member of the cabin crew in normal and emergency procedures and drills relevant to each aircraft type and/or variant to be operated.
- (c) Aircraft type specific training elements:
  - (1) Recurrent training shall include annually touch-drills by each cabin crew member for simulating the operation of each type or variant of normal and emergency doors and exits for passenger evacuation.
  - (2) Recurrent training shall also include at intervals not exceeding three years:
    - (i) operation and actual opening by each cabin crew member, in a representative training device or in the actual aircraft, of each type or variant of normal and emergency exits in the normal and emergency modes;
    - (ii) actual operation by each cabin crew member, in a representative training device or in the actual aircraft, of the flight crew compartment security door, in both normal and emergency modes, and of the seat and restraint system, and a practical demonstration of the oxygen system equipment relevant to pilot incapacitation;
    - (iii) demonstration of the operation of all other exits including the flight crew compartment windows; and
    - (iv) demonstration of the use of the life-raft, or slide raft, where fitted.
- (d) Operator specific training elements:
  - (1) Recurrent training shall include annually:
    - (i) by each cabin crew member:
      - (A) location and handling of all safety and emergency equipment installed or carried on board; and
      - (B) the donning of life-jackets, portable oxygen and protective breathing equipment (PBE);
    - (ii) stowage of articles in the passenger compartment;
    - (iii) procedures related to aircraft surface contamination;
    - (iv) emergency procedures;
    - (v) evacuation procedures;
    - (vi) incident and accident review;
    - (vii) crew resource management;

(viii) aero-medical aspects and first aid including related equipment;

(ix) security procedures.

(2) Recurrent training shall also include at intervals not exceeding three years:

(i) use of pyrotechnics (actual or representative devices);

(ii) practical demonstration of the use of flight crew checklists;

(iii) realistic and practical training in the use of all fire-fighting equipment, including protective clothing, representative of that carried in the aircraft;

(iv) by each cabin crew member:

(A) extinguishing a fire characteristic of an aircraft interior fire;

(B) donning and use of PBE in an enclosed simulated smoke-filled environment.

(e) Validity periods:

(1) The annual recurrent training validity period shall be 12 calendar months counted from the end of the month when the check was taken.

(2) If the recurrent training and checking required in (a) are undertaken within the last three calendar months of the validity period, the new validity period shall be counted from the original expiry date.

(3) For the additional triennial training elements specified in (c)(2) and (d)(2), the validity period shall be 36 calendar months counted from the end of the month when the checks were taken.

#### **ORO.CC.145 Refresher training**

(a) When a cabin crew member, during the preceding six months within the validity period of the last relevant recurrent training and checking:

(1) has not performed any flying duties, he/she shall, before being reassigned to such duties, complete refresher training and checking for each aircraft type to be operated; or

(2) has not performed flying duties on one particular aircraft type, he/she shall, before being reassigned to duties, complete on that aircraft type:

(i) refresher training and checking; or

(ii) two familiarisation flights in accordance with ORO.CC.135.

(b) The refresher training programme for each aircraft type shall at least cover:

(1) emergency procedures;

(2) evacuation procedures;

(3) operation and actual opening, by each cabin crew member, of each type or variant of normal and emergency exits and of the flight crew compartment security door in the normal and emergency modes;

(4) demonstration of the operation of all other exits including the flight crew compartment windows;

(5) location and handling of all relevant safety and emergency equipment installed or carried on-board.

(c) The operator may elect to replace refresher training by recurrent training if the reinstatement of the cabin crew member's flying duties commences within the validity period of the last recurrent training and checking. If that validity period has expired, refresher training may only be replaced by aircraft type specific and operator conversion training as specified in ORO.CC.125.

## SECTION 2

***Additional requirements for commercial air transport operations*****ORO.CC.200 Senior cabin crew member**

- (a) When more than one cabin crew member is required, the composition of the cabin crew shall include a senior cabin crew member nominated by the operator.
- (b) The operator shall nominate cabin crew members to the position of senior cabin crew member only if they:
  - (1) have at least one year of experience as operating cabin crew member; and
  - (2) have successfully completed a senior cabin crew training course and the associated check.
- (c) The senior cabin crew training course shall cover all duties and responsibilities of senior cabin crew members and shall include at least the following elements:
  - (1) pre-flight briefing;
  - (2) cooperation with the crew;
  - (3) review of operator requirements and legal requirements;
  - (4) accident and incident reporting;
  - (5) human factors and crew resource management (CRM); and
  - (6) flight and duty time limitations and rest requirements.
- (d) The senior cabin crew member shall be responsible to the commander for the conduct and coordination of normal and emergency procedures specified in the operations manual, including for discontinuing non-safety-related duties for safety or security purposes.
- (e) The operator shall establish procedures to select the most appropriately qualified cabin crew member to act as senior cabin crew member if the nominated senior cabin crew member becomes unable to operate. Changes to these procedures shall be notified to the competent authority.

**ORO.CC.205 Reduction of the number of cabin crew during ground operations and in unforeseen circumstances**

- (a) Whenever any passengers are on board an aircraft, the minimum number of cabin crew required in accordance with ORO.CC.100 shall be present in the passenger compartment.
- (b) Subject to the conditions specified in (c), this number may be reduced:
  - (1) during normal ground operations not involving refuelling/defuelling when the aircraft is at its parking station; or
  - (2) in unforeseen circumstances if the number of passengers carried on the flight is reduced. In this case a report shall be submitted to the competent authority after completion of the flight.
- (c) Conditions:
  - (1) procedures ensuring that an equivalent level of safety is achieved with the reduced number of cabin crew, in particular for evacuation of passengers, are established in the operations manual;
  - (2) the reduced cabin crew includes a senior cabin crew member as specified in ORO.CC. 200;
  - (3) at least one cabin crew member is required for every 50, or fraction of 50, passengers present on the same deck of the aircraft;
  - (4) in the case of normal ground operations with aircraft requiring more than one cabin crew member, the number determined in accordance with (c)(3) shall be increased to include one cabin crew member per pair of floor level emergency exits.

**ORO.CC.210 Additional conditions for assignment to duties**

Cabin crew members shall only be assigned to duties, and operate, on a particular aircraft type or variant if they:

- (a) hold a valid attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012;
- (b) are qualified on the type or variant in accordance with this Subpart;
- (c) comply with the other applicable requirements of this Subpart and Annex IV (Part-CAT);
- (d) wear the operator's cabin crew uniform.

**ORO.CC.215 Training and checking programs and related documentation**

- (a) Training and checking programmes including syllabi required by this Subpart shall be approved by the competent authority and specified in the operations manual.
- (b) After a cabin crew member has successfully completed a training course and the associated check, the operator shall:
  - (1) update the cabin crew member's training records in accordance with ORO.MLR.115; and
  - (2) provide him/her with a list showing updated validity periods as relevant to the aircraft type(s) and variant(s) on which the cabin crew member is qualified to operate.

**ORO.CC.250 Operation on more than one aircraft type or variant**

- (a) A cabin crew member shall not be assigned to operate on more than three aircraft types, except that, with the approval of the competent authority, the cabin crew member may be assigned to operate on four aircraft types if for at least two of the types:
  - (1) safety and emergency equipment and type-specific normal and emergency procedures are similar; and
  - (2) non-type-specific normal and emergency procedures are identical.
- (b) For the purpose of (a) and for cabin crew training and qualifications, the operator shall determine:
  - (1) each aircraft as a type or a variant taking into account, where available, the relevant data established in accordance with Regulation (EC) No 1702/2003 for the relevant aircraft type or variant; and
  - (2) variants of an aircraft type to be different types if they are not similar in the following aspects:
    - (i) emergency exit operation;
    - (ii) location and type of portable safety and emergency equipment;
    - (iii) type-specific emergency procedures.

**ORO.CC.255 Single cabin crew member operations**

- (a) The operator shall select, recruit, train and check the proficiency of cabin crew members to be assigned to single cabin crew member operations according to criteria appropriate to this type of operation.
- (b) Cabin crew members who have no previous operating experience as single cabin crew member shall only be assigned to such type of operation after they have:
  - (1) completed training as required in (c) in addition to other applicable training and checking required by this Subpart;
  - (2) successfully passed the checks verifying their proficiency in discharging their duties and responsibilities in accordance with the procedures specified in the operations manual; and
  - (3) undertaken familiarisation flying of at least 20 hours and 15 sectors on the relevant aircraft type under the supervision of an appropriately experienced cabin crew member.

(c) The following additional training elements shall be covered with particular emphasis to reflect single cabin crew operations:

- (1) responsibility to the commander for the conduct of normal and emergency procedures;
- (2) importance of coordination and communication with the flight crew, in particular when managing unruly or disruptive passengers;
- (3) review of operator requirements and legal requirements;
- (4) documentation;
- (5) accident and incident reporting; and
- (6) flight and duty time limitations and rest requirements.

#### SUBPART TC

#### **TECHNICAL CREW IN HEMS, HHO OR NVIS OPERATIONS**

##### **ORO.TC.100 Scope**

This Subpart establishes the requirements to be met by the operator when operating an aircraft with technical crew members in commercial air transport helicopter emergency medical service (HEMS), night vision imaging system (NVIS) operations or helicopter hoist operations (HHO).

##### **ORO.TC.105 Conditions for assignment to duties**

- (a) Technical crew members in commercial air transport HEMS, HHO or NVIS operations shall only be assigned duties if they:
  - (1) are at least 18 years of age;
  - (2) are physically and mentally fit to safely discharge assigned duties and responsibilities;
  - (3) have completed all applicable training required by this Subpart to perform the assigned duties;
  - (4) have been checked as proficient to perform all assigned duties in accordance with the procedures specified in the operations manual.
- (b) Before assigning to duties technical crew members who are self-employed and/or working on a freelance or part-time basis, the operator shall verify that all applicable requirements of this Subpart are complied with, taking into account all services rendered by the technical crew member to other operator(s) to determine in particular:
  - (1) the total number of aircraft types and variants operated;
  - (2) the applicable flight and duty time limitations and rest requirements.

##### **ORO.TC.110 Training and checking**

- (a) The operator shall establish a training programme in accordance with the applicable requirements of this Subpart to cover the duties and responsibilities to be performed by technical crew members.
- (b) Following the completion of initial, operator conversion, differences and recurrent training, each technical crew member shall undergo a check to demonstrate their proficiency in carrying out normal and emergency procedures.
- (c) Training and checking shall be conducted for each training course by personnel suitably qualified and experienced in the subject to be covered. The operator shall inform the competent authority about the personnel conducting the checks.

##### **ORO.TC.115 Initial training**

Before undertaking the operator conversion training, each technical crew member shall complete initial training, including:

- (a) general theoretical knowledge on aviation and aviation regulations covering all elements relevant to the duties and responsibilities required of technical crew;