



Explanatory Note to Decision 2020/015/R

Regular update of the Certification Specifications and Guidance Material for Cabin Crew Data

RELATED NPA/CRD 2019-13 — RMT.0508

EXECUTIVE SUMMARY

This Decision updates the operational suitability data (OSD) requirements for cabin crew that are included in the Certification Specifications and Guidance Material for Cabin Crew Data (CS-CCD). The objective of this Decision is to reflect, within the scope of regular updates, the state of the art, best practices and experience gained since its implementation (CS-CCD Initial Issue was published on 31 January 2014).

In particular, this Decision amends CS-CCD to:

- clarify the meaning of ‘design-related elements impacting normal and/or emergency operations’ for the process of determining the differences of a new aircraft type or variant against the base aircraft for cabin crew (CS CD.205 *Determination elements*);
- clarify the criteria that are used to determine a candidate aircraft as a new aircraft type or variant for cabin crew;
- clarify those elements of the type-specific data content that are required from the applicant for the purpose of OSD certification for cabin crew; and
- update the *Aircraft difference table* of Appendix 1 to CS CCD.200(b)(1), as regards the item ‘design-related elements impacting normal and/or emergency operations’.

The amendments are expected to maintain safety and reduce regulatory burden.

Action area:	Design and production		
Related rules:	CS-CCD		
Affected stakeholders:	Design organisations (DOs) of complex motor-powered aircraft and other DOs dealing with changes or supplemental type certificates (STCs) to these aircraft		
Driver:	Efficiency/proportionality, safety	Rulemaking group:	No
Impact assessment:	No	Rulemaking Procedure:	Standard

EASA rulemaking process



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1. About this Decision

The European Union Aviation Safety Agency (EASA) developed ED Decision 2020/015/R in line with Regulation (EU) 2018/1139¹ ('Basic Regulation') and the Rulemaking Procedure².

This rulemaking activity is included in the European Plan for Aviation Safety (EPAS) [2020-2024](#) under rulemaking task (RMT).0508. The scope and timescales of the task were defined in the related Terms of Reference³.

The draft text of this Decision has been developed by EASA. All interested parties were consulted through Notice of Proposed Amendment (NPA) 2019-13⁴. 33 comments were received from all interested parties, including industry and national aviation authorities (NAAs).

EASA reviewed the comments received during the public consultation. The comments received and EASA's responses to them are presented in Comment-Response Document (CRD) 2019-13⁵.

The final text of this Decision with the certification specifications (CSs) and guidance material (GM) has been developed by EASA.

The major milestones of this rulemaking activity are presented on the title page.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ <https://www.easa.europa.eu/sites/default/files/dfu/ToR%20RMT.0508%20Issue%201.pdf>

⁴ In accordance with Article 115 of Regulation (EU) 2018/1139 and Articles 6(3) and 7 of the Rulemaking Procedure.

⁵ <https://www.easa.europa.eu/document-library/comment-response-documents>

2. In summary — why and what

2.1. Why we need to amend the CS/AMC & GM — issue/rationale

The aviation industry is complex and rapidly evolving. The corresponding rules need to be updated regularly to ensure that they are fit for purpose and can be implemented.

The scope of this rulemaking task (RMT) is to update the operational suitability data (OSD) requirements for cabin crew that are included in the Certification Specifications for Cabin Crew Data (CS-CCD) to reflect the state of the art, best practices, and experience gained since its implementation.

This Decision aims to achieve the objectives by addressing the issues outlined in Section 2.3: it amends, within the scope of regular updates, CS-CCD elements that are considered non-complex, non-controversial, and mature.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This Decision will contribute to the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

The specific objective of this Decision is to clarify the existing requirements for cabin crew in CS-CCD:

- to facilitate the applicant's compliance with OSD when determining aircraft types and/or variants for cabin crew; and
- to support the operators' further development of customised cabin crew training programmes.

These clarifications address elements pertaining to the determination criteria for aircraft types or variants, as well as to the type-specific data content.

2.3. How we want to achieve it — overview of the amendments

CS CCD.205(b)(4) *Determination elements*

Certification Specifications for Cabin Crew Data Issue 2 clarifies the meaning of CS CCD.205(b)(4) 'design-related elements impacting normal and/or emergency operations' as a specification of data that the applicant is required to provide when identifying differences of a new aircraft type or variant against the base aircraft.

This clarification was necessary, to show that 'design-related elements impacting normal and/or emergency operations' that are addressed by CS-CCD include not only novel/unusual, but also already existing design-related elements: those elements, although already existing on the market, might be considered as new features when installed on certain aircraft types or variants.

Development of guidance material (GM) for CS CCD.205 *Determination elements*

This amendment provides examples of elements that determine a candidate aircraft as a new aircraft type or variant for cabin crew.



CS CCD.210 Determination of a new type

For the purpose of OSD certification for cabin crew, CS CCD.210 lists the criteria for a candidate aircraft to be determined as a new aircraft type or variant. This amendment clarifies those elements that determine a candidate aircraft as a new aircraft type or variant for cabin crew.

Appendix 1 to CS CCD.200(b)(1) Aircraft difference table

The new guidance provided by this Decision to clarify the ‘design-related elements impacting normal and/or emergency operations’ that are used in CS CCD.205(b)(4) *Determination elements* (see above) also applies to the elements contained in Appendix 1 to CS CCD.200(b)(1) *Aircraft difference table*.

Appendix 1 to CS CCD.310 Type-specific data content

This amendment clarifies the elements of the type-specific data content that are required from the applicant for the purpose of OSD certification for cabin crew.

2.4. What are the stakeholders’ views

The comments received on the related NPA 2019-13 were mainly from EU manufacturers, operators, and NAAs, as well as US manufacturers.

Most of them were supportive of this regular update, only proposing clarifications or wording improvements. Some of the proposals were taken into account when drafting the text of this Decision.

2.5. What are the benefits and drawbacks

This Decision facilitates the applicant’s compliance with OSD by clarifying which data the applicant must provide for the purpose of OSD certification.

Overall, this Decision will provide a moderate safety benefit and have no social or environmental impacts.

As the amendments address non-complex, non-controversial, and mature issues, there was no need to develop a regulatory impact assessment (RIA).



3. How do we monitor and evaluate the rules

As this Decision addresses non-complex, non-controversial, and mature issues, no specific monitoring is recommended for this RMT. EASA will use feedback gathered from certification projects in the next few years to assess the benefits of the implementation of CS-CCD Issue 2, and possible need for improvement.



4. References

4.1. Related regulations

Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations (OJ L 224, 21.8.2012, p. 1)

4.2. Related decisions

Decision 2014/006/R of the Executive Director of the Agency of 31 January 2014 adopting Certification Specifications and Guidance Material for Cabin Crew Data ('CS-CCD — Initial Issue')

4.3. Other reference documents

N/a



5. Related document

CRD 2019-13 'Regular update of the Certification Specifications for Cabin Crew Data (CS-CCD)'

