CS-CCD ISSUE 2— CHANGE INFORMATION

EASA issues certification specifications as consolidated documents. These documents are used for establishing the certification basis for applications made after the date of entry into force of the applicable amendment.

Consequently, except for a note 'Issue No: CCD/2' under the amended paragraph, the consolidated text of CS-CCD does not allow readers to see the detailed amendments that have been introduced compared with the previous issue. To allow readers to see them, this document has been created. The same format/layout has been used as for the publication of notices of proposed amendments (NPAs):

— deleted text is ~~struck through~~;

— new or amended text is highlighted in blue;

— an ellipsis '[…]' indicates that the rest of the text is unchanged.

Note to the reader

In the proposed amendments, and in particular in existing (that is, unchanged) text, the term 'Agency' is used interchangeably with 'EASA'. The interchangeable use of these two terms is more apparent in the consolidated versions. Therefore, please note that both terms refer to the 'European Union Aviation Safety Agency (EASA)'.

SUBPART A — GENERAL

CS CCD.105 Definitions

Within the scope of these Certification Specifications, the following definitions apply:

(a) *Applicant* means an applicant for, or a holder of, a type certificate (TC), change approval or supplemental type certificate (STC), applying for the approval by the Agency of the related operational suitability data (OSD) for cabin crew.

(b) *Base aircraft* means an aircraft used as a reference to compare differences with another aircraft.

(c) *Candidate aircraft* means an aircraft subject to the evaluation process.

(d) *New type* means an aircraft different from the base aircraft, which requires~~ing~~ completion by the cabin crew of aircraft type~~-~~-specific training.

(e) *Passenger deck* means a deck where passenger seats or cabin doors/exits or both are installed.

(f) *Passenger seating capacity* means the passenger seating capacity of the aircraft that is subject to the initial TC process as specified in the relevant type certification data sheet or the maximum passenger seating configuration of an individually configured aircraft.

(g) *End user* means an operator or training organisation approved by the competent authority to provide training courses for cabin crew.

(h) *Type-specific data* means all design-related data that are relevant to new type(s) or variant(s).

(i) *Variant* means an aircraft of the same type that has differences to the base aircraft, which require~~ing~~ completion of a difference~~s~~ training course.

SUBPART B — DETERMINATION OF A NEW TYPE AND A VARIANT

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

[…]

Aircraft difference table						
Base aircraft						
Candidate aircraft						
Determination elements	**Existing difference from base aircraft**	**Description of identified differences**	**Impact assessment**			
			(a)		**(b)**	
	Yes		**1. Impact on description of the element**	**2. Impact on operation of the element**	**1. Potential impact on procedures**	**2. Combined impact on operation of the element and potentially on procedures**
AIRCRAFT CONFIGURATION						
Single-aisled						
Multi-aisled						
Narrow-bodied						
Wide-bodied						
Single-passenger deck						
Multi-passenger deck						

DOORS AND EXITS						
~~Type(s)~~						
Number						
Location						
Features (e.g. door/exit assist handles)						
Controls (e.g. door/exit locking indicators)						
Electrical operation and malfunction						
Direction of movement of the operating handle						
Direction of the door/exit opening						
Door/exit arming/disarming						
Power assist mechanism and malfunction						
Door/exit electrical warning system						
Operation from inside in normal mode						
Operation from inside in emergency mode						
Operation from outside						
Integral stair						
Means ~~A~~assisting evacuation						
Type, number and location of units (e.g. escape slide/slide raft/ramp slide)						
Type and number of additional floatation means (e.g. life raft)						
Single/multi-lane units						

Life lines						
Operation (automatic/manual/electrical) and inflation time						
Slide girt bar engagement (manual/automatic)						
Means of ~~S~~signalling ~~means of~~ slide readiness (e.g. stop sign/barber pole)						
Capacity and overload						
Detaching and separating from aircraft						
Slide/life raft survival kit (integral/separate)						
Possibility to transfer slide/raft to another door/exit						
Emergency signalling system (e.g. attached emergency locator transmitter (ELT)~~,~~; built-in radio locator beacon (RLB)) and activation on land/in water						
AIRCRAFT SYSTEMS						
(a) emergency lighting system:						
Controls						
Interior emergency lighting						
Exterior emergency lighting						
(b) evacuation alarm signal system:						
Availability of an activation/indication panel (flight crew/cabin compartment)						

Alert indications						
(c) smoke detection system:						
Function and panels						
Alert indications (aural/visual)						
Availability of a smoke barrier						
(d) automatic fire-extinguishing system:						
Function of the built-in fire-extinguishing system						
(e) drop-down oxygen system:						
Type (e.g. gaseous, chemical)						
Activation						
Indications associated with the activation of the oxygen system (changes of cabin altitude);						
(f) communication system:						
Location of handset unit(s)						
Possibility of interphone calls in normal and emergency circumstances between the different cabin compartments and between the cabin and flight crew compartments						
Availability of aural/visual indications associated with interphone calls in normal and emergency circumstances						
Signalling panels associated with the communication system						

(g) public address system:						
Location of the microphone unit when independent from the handset unit						
Priority order of the public announcement system (flight crew handset/senior cabin crew member (SCCM) handset/any other cabin crew handset/evacuation signal alarm)						
(h) control panels:						
Cabin crew panel(s) -— controls related to evacuation, lavatory smoke, emergency lights						
(i) water system:						
Availability of a manual water shut-off valve						
(j) other systems as applicable:						
NORMAL AND EMERGENCY ~~OPERATIONS~~PROCEDURES						
Design-related element(s) impacting on either normal ~~operations~~procedures or on emergency ~~operations~~procedures or on both normal and emergency ~~operations~~procedures that are relevant to the aircraft type						

GM2 to Appendix 1 to CS CCD.200(b)(1) Aircraft difference table

IMPACT ASSESSMENT (a)

~~Part~~ 'Impact assessment (a)' represents a ~~required~~ provision required from the applicant and its mandatory application by the end user.

1. The ~~C~~column '*Impact on description of the element*' should be marked when there is an identified difference ~~and the~~ information ~~of the identified~~ — such difference needs to be provided to the user (cabin crew), e.g. the location of the manual water shut-off valve, or the location of the emergency lighting control button on the cabin management system panel. The column implies a knowledge requirement.

2. The ~~C~~column '*Impact on operation of the element*' should be marked if the identified difference affects the operation of the element, e.g. the power assist mechanism on a door/exit, a detaching and separating slide raft from the aircraft, the installation of a canopy, the controls related to evacuation, smoke, or emergency lights on the cabin crew control panel. The column implies a knowledge requirement and may imply a hands-on training requirement.

GM3 to Appendix 1 to CS CCD.200(b)(1) Aircraft difference table

IMPACT ASSESSMENT (b)

~~Part~~ 'Impact assessment (b)' represents a provision at the request of the applicant and its mandatory application by the end user. The applicant may elect to provide the information to support the operator in identifying those areas which may require a review of procedures by the operator in relation to the identified difference.

1. The ~~C~~column '*Potential impact on procedures*' should be marked to indicate that operators, in relation to the identified difference, may need to assess ~~if~~whether their procedures need to be amended, or new procedures need to be developed, e.g. for a built-in fire ~~-~~extinguishing system, evacuation alarm alert indications, or the capacity and overload of a slide raft. ~~Identification~~ The column implies a knowledge requirement attained by aided instruction.

2. The ~~C~~column '*Combined impact on operation of the element and potentially on procedures*' should be marked to indicate that the identified difference affects the operation of the element and may require the operators to assess ~~if~~whether their procedures need to be amended or new procedures need to be developed, e.g. the function of a smoke detection system, a door/exit electrical warning system, or a communication system. ~~Identification~~The column implies a knowledge requirement attained by aided instruction and may imply a hands-on training requirement.

CS CCD.205 Determination elements

(a) At least the following type ~~-~~specific elements, as specified in Appendix 1 to CS CCD.200(b)(1), are assessed to determine whether a candidate aircraft is a new type or a variant of the base aircraft:

(1) the aircraft configuration;

(2) the doors and exits;

(3) the aircraft systems; and

(4) the normal and emergency ~~operations~~procedures.

(b) When identifying differences ~~of~~between the elements specified in (a), the applicant assesses the following:

(1) the aircraft configuration:

(i) the number of aisles ~~-~~— single-/multi-; narrow/wide-bodied; and

(ii) the number of passenger decks;

(2) the doors and exits:

(i) their number~~, types~~ and location;

(ii) the direction of movement of the operating handle;

(iii) the direction of door/exit opening;

(iv) the door/exit arming/disarming;

(v) the power assist mechanism;

(vi) the means of assisting evacuation ~~means~~; and

(vii) the door/exit electrical warning system;

(3) the aircraft systems:

(i) the system operation (i.e. the system function, method of operation, malfunction, reset, and duration); and

(ii) their locations; and

(4) in normal and emergency ~~operations~~procedures, any design-related element that would impact either on normal ~~operations~~procedures or on emergency ~~operations~~procedures or on both normal and emergency ~~operations~~procedures.

GM1 CCD.205(b)(2)(vi) Determination elements

MEANS OF ASSISTING EVACUATION ~~MEANS~~

Assisting evacuation means include, but are not limited to, escape slides, slide rafts, ramp slides, life rafts, life lines, ~~signalling~~the means of signalling slide readiness, e.g. a barber pole or stop sign.

GM1 CCD.205(b)(4) Determination elements

NORMAL AND EMERGENCY ~~OPERATIONS~~PROCEDURES

~~*Design related elements* that could impact either on normal operations or on emergency operations or on both normal and emergency operations include, but are not limited to, cabin interior stairs, smoke barrier, e.g. smoke curtain.~~

Design-related elements that could impact on normal procedures (e.g. cabin preparation for the critical phases of flight, etc.) and/or emergency procedures (e.g. in-flight firefighting; decompression; emergency evacuation on ground; ditching, etc.) that would require additional knowledge, new roles and/or tasks by the cabin crew.

Such elements may include, but are not limited to: mini suites with doors, high-wall suites, cabin interior stairs, smoke barriers (e.g. smoke curtains), etc.

CS CCD.210 Determination of a new type

(a) The candidate aircraft is determined to be a new type:

(1) if so substantiated in the compliance demonstration and approved by the Agency~~if so documented in the application and demonstrated to the Agency~~; or

(2) as a result of the determination process required by CS CCD.200.

(b) The candidate aircraft is determined to be a new type if the type-~~-~~specific elements of CS CCD.205(b)(1) and (b)(2) are different ~~to~~from those of the base aircraft.

(c) The following need not be a factor in determining the candidate aircraft as a new type unless as specified in (d):

(1) ~~one additional pair of doors/exits of the same type and operation as any type installed on the base aircraft~~one or several doors/exits of the same operation as any door/exit that is installed on the base aircraft are added or removed; or

(2) doors/exits ~~that~~ are de-rated; or

(3) self-help exits ~~types as defined by CS-25.~~(such as Type III and Type IV, as per CS-25).

(d) If no differences are identified in the type-specific elements of CS CCD.205(b)(1) and (b)(2), but differences are identified in the type-specific elements of CS CCD.205(b)(3) or (b)(4), or in both, and are combined with one or more of the differences specified in (c), the impact of those differences is assessed and the determination of the candidate aircraft as a new type is considered.

(e) When identifying differences in accordance with CS CCD.205(b)(2)(i), if the number, location and operation of doors/exits is the same but the type (as per CS-25) of the installed door/exit is different from that of~~to~~ the base aircraft, the candidate aircraft need not be determined as a new type.

(f) If differences are identified in CS CCD.205(b)(3) only, the candidate aircraft need not be determined as a new type.

CS CCD.215 Determination of a variant

~~(a) The candidate aircraft that has not been determined as a new type is determined a variant of the base aircraft.~~

~~(b) Existing differences and their assessed impact are compiled in the aircraft difference table in accordance with CS CCD.200(b)(1), or using the applicant's standard form in accordance with CS CCD.200(b)(2), to support the development of the differences training by end user(s).~~

(a) The candidate aircraft is determined to be a variant:

(1) if so substantiated in the compliance demonstration and approved by the Agency; or

(2) as a result of the determination process required by CS CCD.200.

(b) When only minor differences between the candidate aircraft and the base aircraft exist, then the candidate aircraft is the same as the base aircraft, and is not considered to be a variant.

(c) Existing differences and their assessed impact are compiled in the *Aircraft difference table* in accordance with CS CCD.200(b)(1), or using the applicant's standard form in accordance with CS CCD.200(b)(2), to support the development of the difference training by the end user(s).

GM1 CCD.215(b) Determination of a variant

Differences that require additional training within the same aircraft may include, but are not limited to:

— additional control panels with the same or similar functions and operation to the existing ones;

— types of fixed oxygen systems (e.g. chemical or gaseous; continuous or pulse);

— types of stowage/deployment of fixed oxygen masks; and

— types of installed crew seats (e.g. swivel, high-comfort, folding), cabin signs, etc.

SUBPART C — TYPE-SPECIFIC DATA FOR CABIN CREW

CS CCD.305 Supplementary data provided at the request of the applicant

In addition to CS CCD.300, the applicant may elect to provide supplementary data to support the development of relevant training programme(s) by the end user(s), such as:

(a) data which can include, but is not limited to, additional equipment and components, when supplied by the applicant, such as:

(1) portable safety and emergency equipment;

(2) passenger seats (seat belts, seat operation, passenger control units (PCUs), body support floatation equipment, where relevant);

(3) overhead stowage compartments (direction of opening/closing, weight limits);

(4) galley components (steam/microwave ovens, bakery warmers, freezers, supplemental cooling systems, hot beverage brewers/steamers, or trash compactors); and

(5) the layout/description and use of installed galley compartments/components; and

(b) data used on a non-mandatory (recommendations) basis by the end user(s), such as information that may be based on the training provided to cabin crew members participating in the emergency evacuation demonstration required by CS 25.803:

(1) theoretical and practical modules for training programmes;

(2) delivery methods of the relevant training elements, including training levels; or

(3) the duration of the training to ensure the attainment of the required knowledge and skills.

GM1 CCD.305(b)(2) Supplementary data provided at the request of the applicant

TRAINING LEVELS

The cabin crew training needs that are required for a new type, a variant, or the same variant specified by CS CCD.215(b), may be addressed through training levels, such as levels 1 to 4 below:

Level 1: Applicable to aircraft with differences that can be adequately addressed through self-instruction. Level 1 training requires a certain level of knowledge of the cabin crew such that, once appropriate information is provided, their understanding and compliance can be assumed to take place. Compliance with Level 1 training is typically achieved by methods such as the issuance of page revisions to the operating manual, and the dissemination of operating bulletins for cabin crew or difference handouts to describe minor differences between aircraft.

Level 2: Applicable to aircraft with system or procedural differences that can be appropriately addressed through aided instruction. At Level 2, aided instruction is appropriate to ensure crew understanding, emphasise issues, provide a standardised method of presentation of material, or aid

retention of the material following training. Level-2 aided instruction typically employs slide/tape presentations, computer-based training (CBT), stand-up lectures or videotapes.

Level 3: Applicable to aircraft with differences that can only be addressed through the use of devices capable of providing system training (i.e. hands-on training). Training devices are required to supplement the aided instruction to ensure the attainment or retention of skills and abilities to accomplish more complex tasks, which are usually related to the operation of particular aircraft systems. Training devices for Level 3 training include emergency evacuation procedure trainers, fire and smoke trainers, cabin crew panel trainers, etc. When dedicated trainers are not available, Level 3 training requires hands-on training using the aircraft.

Level 4: Applicable to aircraft with differences that can only be addressed through the completion of aircraft type-specific training; those differences determine the aircraft as a new aircraft type for cabin crew operation. Level 4 always requires hands-on training, using either dedicated emergency evacuation procedure trainers or the aircraft, as well as providing aided instruction.

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

Type–specific data content

The type–specific data for cabin crew include the following, as relevant to the candidate aircraft:

Aircraft description

General

(a) type of aircraft –— narrow/wide-bodied; single/multi passenger deck;

(b) range of operation and maximum operating altitude;

(c) principal dimensions (length,~~;~~ height,~~;~~ width,~~;~~ wing span);

(d) main characteristics (engines,~~;~~ landing gear,~~;~~ fuel tanks,~~;~~ flight controls,~~;~~ speed);~~ maximum take-off weight);~~

(e) engine danger area;

(f) general information (air conditioning,~~;~~ pressurisation system,~~;~~ electrical power,~~;~~ auxiliary power unit (APU),~~;~~ slats,~~;~~ flaps);

(g) location of cargo compartments and un-pressurised areas;

(h) ~~entrances~~doors and emergency exits (~~entrance~~doors and service doors,~~;~~ emergency exits,~~;~~ flight crew compartment window,~~;~~ flight crew compartment emergency hatch,~~;~~ avionics compartment);

(i) passenger seating capacity (as determined during the relevant TC, change to TC or STC process);

(j) required number of flight crew, number and location of cabin crew stations (required and additional);

(k) aircraft crash estimated attitudes (e.g. nose or main landing gear retracted,~~;~~ afloat following a ditching).

Flight crew compartment

(a) layout - — number and type of the installed seats (e.g. column mounted~~;~~, comfort seat~~;~~, folding seat);

(b) description and operation of the installed seat type (electrical/—manual~~,~~ vertical/horizontal/recline/rotating movement~~,~~ restraint systems, i.e. seat belt/crotch strap/shoulder harness and locking mechanisms);

(c) oxygen system (stowage~~,~~ type and description of masks~~;~~, smoke goggles~~;~~, N/100 % and ~~E~~emergency pressure selectors~~;~~, its operation);

(d) flight crew compartment door and its monitoring system:

(1) door type (e.g. intrusion/penetration resistant);

(2) door components (e.g. locking latches~~,~~ mortise locks~~;~~, escape/decompression panels~~;~~, viewing lenses);

(3) door access control panels (in the case of installed security bullet-proof doors);

(4) door operation - — normal/emergency access;

(5) means of monitoring (a viewing lens~~,~~ a CCTV system);

(e) exits and escape routes (primary/secondary~~,~~ sliding windows~~,~~ emergency exit hatches~~,~~ door escape panels) and escape devices (escape ropes~~,~~ inertia reels);

(f) avionics compartment if certified as an evacuation route (its location~~,~~ purpose~~,~~ operation of the avionics access hatch~~,~~ access from inside/outside).

Cabin compartment

(a) layout:

(1) number and type of the installed crew seats (e.g. swivel/high-comfort/folding seat);

(2) description and operation of the installed crew seats (restraint systems, i.e. seat belt/shoulder harnesses~~,~~ quick release buckles~~,~~ shoulder harness inertial mechanisms);

(b) doors and exits - — ~~entrance~~doors/service doors/emergency exits:

(1) ~~type(s) and~~ the number of door(s)/exit(s)/locations/sill heights;

(2) description of features/controls/operation - — manual/electrical and malfunctions;

(3) operation from inside in normal/emergency modes;

(4) operation from outside;

(5) arm/disarm system;

(6) power assist systems and malfunctions;

(7) integral stairs;

(8) crew assist spaces;

(9) life lines;

(10) access doors/opening ports to the cargo compartment from the cabin compartment;

(11) critical surfaces on aircraft wings requiring 'no step' precautions;

(12) water level door clearance;

(c) escape slides/slide rafts/ramp slides/life rafts:

(1) their location and stowage;

(2) type and number of units (single/multi lane,~~;~~ single/multi buoyancy, chamber/length and width);

(3) description and operation;

(4) slide arm/disarm;

(5) deployment and duration (automatic/manual);

(6) means of signalling ~~means of~~ slide readiness (e.g. stop sign/barber pole);

(7) capacity and overload;

(8) detaching and separating from aircraft;

(9) canopy installation;

(10) limitation/operation of inverted slides/life rafts;

(11) slide/life raft equipment (description/operation/use);

(12) attached survival kit (location/content/operation);

(13) malfunction (transfer of slide/raft to another door,~~;~~ use as a hand~~-~~held chute);

(14) emergency signalling system (e.g. attached ELT, built-in radio locator beacon (RLB) ~~–~~— operation on land/in water);

(d) crew rest compartment:

(1) location(s) and layout;

(2) description and operation of the~~entrance~~ door and applicable access control panel;

(3) escape routes/emergency exit hatch ~~–~~— description/location/operation from the crew rest/cabin compartment;

(4) systems (fire/smoke detection and prevention,~~;~~ oxygen,~~;~~ communication,~~;~~ lighting,~~;~~ and air conditioning);

(5) crew control panels;

(6) cabin signs;

(e) lavatories:

(1) smoke detection system;

(2) built-in automatic extinguishing system;

(3) water system (water supply/water shut-off/water heater);

(4) waste system;

(5) flush/vacuum reset;

(6) electrical power;

(7) lavatory service unit (LSU);

(8) lavatory door —— lock/unlock system from inside/outside;

(9) operation of waste bin flap;

(f) passenger service unit (PSU) (oxygen container,~~;~~ pictogram(s) ,~~;~~ loudspeaker,~~;~~ reading light,~~;~~ call light,~~;~~ seat row identifier,~~;~~ air vent);

(g) lift —— location,~~;~~ description and operation,~~;~~ control panel,~~;~~ malfunction;

(h) galley —— description of galley systems.

Aircraft systems including associated equipment

(a) lighting system:

(1) location and operation;

(2) interior normal and emergency lighting (ceiling,~~;~~ door sill,~~;~~ over wing exit handle light,~~;~~ exit location/marking signs,~~;~~ floor proximity escape path markings);

(3) exterior emergency lighting (slide/raft -integrated emergency lights,~~;~~ over wing lights);

(b) evacuation alarm signal system:

(1) description, location and operation of activation/signal panel(s) (flight crew/cabin compartment);

(2) aural/visual alert indications;

(3) horn silence at cabin door/exit and flight crew compartment;

(c) smoke detection system:

(1) location, panels and function (passenger cabin/lavatory/crew rest compartment(s)/cargo compartment);

(2) location and description of aural/visual indications (warning chime/light,~~;~~ signall~~i~~ing means,~~;~~ reset);

(3) potential causes of smoke alarm activation;

(4) smoke barrier/removal (e.g. crew rest compartment staircase hatch,~~;~~ smoke curtain —— description/operation/pre-flight check);

(d) fire prevention system:

(1) type —— automatic/manual (e.g. temperature sensors,~~;~~ fire-extinguishing services (FES) ~~D~~discharge switch (fire--extinguishing system));

(2) location and function of the built-in fire--extinguishing system (crew rest compartment(s),~~;~~ lavatory/cargo compartment/engines);

(3) built-in fire extinguishers —— type of agent/content/operation/duration;

(e) oxygen system:

(1) location (passenger cabin/crew station/crew rest compartment(s)/-lavatory/galley);

(2) number and distribution of masks in container unit(s);

(3) activation/operation/duration of the oxygen system and malfunctions;

(4) aural and visual indications associated with activation of the oxygen system;

(5) medical oxygen port;

(f) electrical system:

(1) galley – hot water container, control panel, control switches, circuit breakers, galley emergency power–off switch;

(2) lift (unit operation, control panel, circuit breaker systems);

(3) door electrical warning system (cabin pressure/slide armed/safeguard sensor);

(4) power socket (flight crew/cabin compartment);

(5) lavatory (razor outlet, built-in hairdryer, water–heating system);

(6) passenger seat (electrical operation, seat power outlet);

(7) video control centre/passenger individual screen/cabin main screen;

(8) aircraft own electrical power and APU;

(g) communication system:

(1) location of handset unit(s) (crew station/flight crew/crew rest compartment(s));

(2) description and use of interphone integrated keys;

(3) operation of interphone and initiating calls in normal and emergency circumstances (calls: cabin to flight crew compartment, cabin crew to cabin crew station, cabin/flight crew compartment to crew rest compartment(s), cabin crew/flight crew to purser and vice versa);

(4) aural/visual indications associated with interphone calls in normal and emergency circumstances;

(5) location and description of signalling panels associated with the communication system;

(6) emergency communication alert system (ECAS) – description/location/operation in cabin and flight crew compartment;

(h) passenger address system:

(1) location/description/operation of handset unit(s) (crew station/flight crew compartment/crew rest compartment(s));

(2) description of operation in cabin/flight crew/crew rest compartment(s);

(3) description/operation of the public announcements broadcast to the entire/individual cabin compartment(s);

(4) availability of loudspeakers in passenger cabin/flight crew/crew rest compartment(s)/galley/lavatory and muted volume;

(5) description of the priority order of public announcement system (e.g. flight crew handset/purser handset/any other cabin crew handset/evacuation signal alarm);

(6) automatic broadcast of public announcements (description-/-operation);

(i) passenger call system:

(1) location of activation (passenger seat/lavatory);

(2) way to initiate/cancel/disable passenger call system;

(3) signalling system (indication (aural/visual),~~;~~ control panels);

(j) water system:

(1) areas of supply;

(2) location and operation of water supply manual shut-off valve (galley/lavatory,~~;~~ partial or entire cabin supply);

(3) water tanks (location of checking water tanks status);

(k) waste system:

(1) location (galley/lavatory);

(2) waste tanks (location of checking waste tanks status);

(l) air conditioning/ventilation/pressurisation ~~–~~— source of supply (engines/external ground power (EGP)/APU)~~;~~ control management);

(m) control panels:

(1) cabin crew panel (cabin management system) ~~–~~— main/additional panel(s)~~;~~ location~~;~~ description of installed functions~~;~~ operation~~;~~ malfunction;

(2) cabin crew indication panel ~~–~~— type (i.e. area indication panel/area call panel)~~;~~ location (crew station/galley/crew rest compartment(s))~~;~~ description of functions;

(3) cabin air/floor temperature control panel ~~–~~— location and operation~~;~~ areas of effect;

(4) cabin signs ~~–~~— location (door/exit area~~;~~ passenger cabin~~;~~ crew station~~;~~ crew rest compartment(s)~~;~~ galley~~;~~ LSU)~~;~~ type (e.g. fasten seat belt/no smoking/return to seat/lavatory occupied/exit sign)~~;~~ aural/visual indication;

(n) other systems ~~–~~— ~~installed~~fixed ~~emergency locator transmitter~~(ELT), etc.

GM1 to Appendix 1 to CS CCD.310 Type-specific data content

SOURCE DOCUMENTS FOR TYPE-SPECIFIC DATA

Type-specific data for cabin crew need not be developed new by the applicant. They may originate from any technical documentation issued by the original manufacturer of the aircraft, aeronautical products, parts or appliances (e.g. aircraft flight manual (AFM), aircraft operating manual (AOM), aircraft maintenance manual (AMM), component maintenance manual (CMM), design documentation).

TYPE–SPECIFIC DATA

Type-specific data required by this Appendix contain detailed technical information useful for cabin crew to obtain general knowledge on the type of aircraft they are to be qualified on.

SUBPART D — CABIN ASPECTS OF SPECIAL EMPHASIS

CS CCD.400 Cabin aspects of special emphasis

The applicant includes, as applicable, any aircraft relevant information ~~relevant to the aircraft~~ that cabin crew and end users should be aware of. Such information can include, but is not limited to:

(a) information identified during the emergency evacuation demonstration required by CS 25.803, such as information on:

(1) passenger movement during evacuation, including door/exit overloads,

(2) dried-up door(s)/exit(s) and subsequent re-direction,

(3) door/exit by-pass recommendations,

(4) ~~general~~specificities of crowd control,

(5) seating locations of cabin crew members~~,~~; and

(b) other unique elements identified during the certification process that may impact on normal and/or emergency procedures, e.g. direct view, trolley lift barriers, external viewing means, remote cabin areas, etc.

GM1 CCD.400 Cabin aspects of special emphasis

Cabin aspects of special emphasis (CASE) pertain to elements that are specific to a given aircraft type, variant or aircraft modification. Such elements have a potential impact on safety and must, in accordance with CS CCD.400, be properly emphasised during training to prevent knowledge-based misunderstandings or skill-based errors.

The following criteria could be considered as determining factors for the development of CASE:

— the presence of a novel and unique design or operational characteristic that is applicable to an aircraft type, variant or aircraft modification; and

— specific knowledge and skills that are required for the safe operation of that novel and unique design or operational characteristic.