



Transport Malta

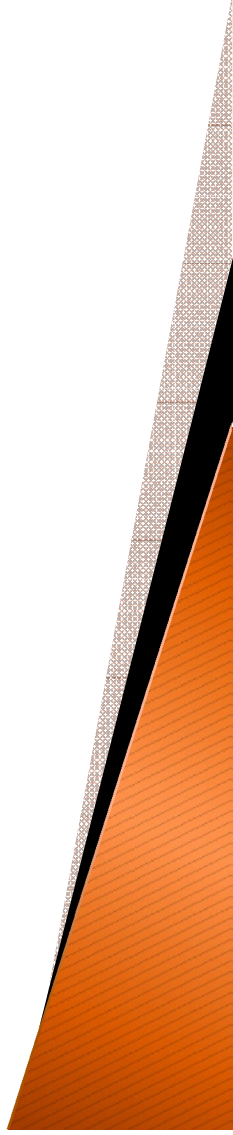
# Regulation & General Updates

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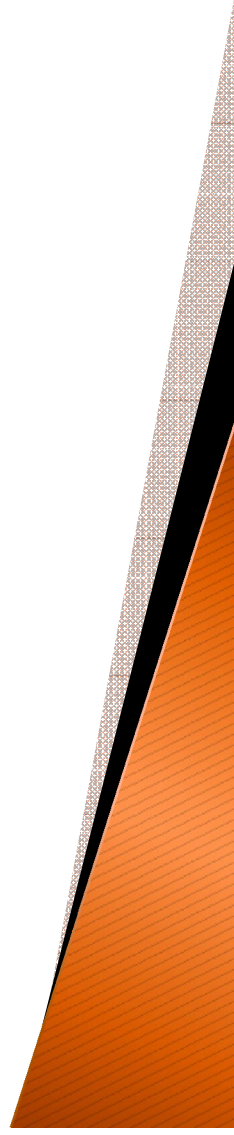
# Regulation Update

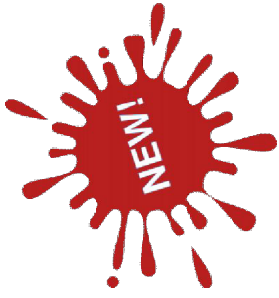


# Commission Implementing Regulation (EU) 2019/1384



- ▶ Amending regulation (EU) 965/2012
- ▶ Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.
- ▶ Official Journal of the European Union - Date 4 September 2019 (L228, Volume 62)





# Regulation Update

## ORO.CC.100 Number and composition of cabin crew

- ▶ (d) ...**non-commercial operations** with aircraft with an MOPSC of more than 19 may be performed **without** an operating cabin crew member, subject to the **prior approval** by the competent authority. To obtain the approval, the operator shall ensure that all of the following conditions are fulfilled:
  - (1) there are maximum 19 passengers on board;
  - (2) the operator has **developed procedures** for that operation.

\*Commission Implementing Regulation (EU) 2019/1384



# Regulation Update cont...

## AMC1 ORO.CC.100(d)(2) Number and composition of cabin crew

The operator should **asses the risk** of operating a flight with no cabin crew member and ensure that the following **procedures mitigate the risks** and provide appropriate level of protection of the aircraft occupants:

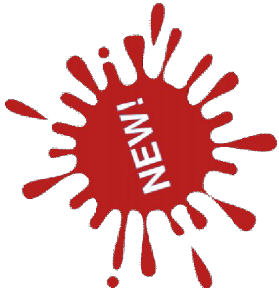
- ▶ Flight crew members assigned to these flights should receive **training** on operations where no cabin crew is required.
- ▶ passenger briefing, should include information on the location and use of equipment not displayed in the operator's safety briefing material, such as a **fire extinguisher, first aid equipment** (e.g. first aid kit, defibrillator), **smoke hood**, etc...
- ▶ any additional safety instructions that are deemed necessary to ensure passenger protection.



# Regulation Update cont...

## AMC1 ORO.CC.100(d)(2) Number and composition of cabin crew

- ▶ The procedures should cover at least the following elements, if applicable:
  - (1) **communication and coordination** between flight crew members and passengers;
  - (2) **flight crew member incapacitation**;
  - (3) **cabin surveillance**;
  - (4) **rapid egress** from the aircraft in case of rapid disembarkation or evacuation;
  - (5) **operation and use of emergency exits** and assisting evacuation means;
  - (6) **location and use of oxygen**;
  - (7) **location and use of life jackets**;
  - (8) **passenger seating** in order to maintain:
    - (i) an easy access to emergency exits;
    - (ii) timely communication with flight crew member(s); and
    - (iii) the required mass and balance of the aircraft;



# Regulation Update

**AMC1 ORO.CC.125(d) Aircraft type-specific training and operator conversion training**

## **TRAINING PROGRAMME – OPERATOR CONVERSION TRAINING**

The following training elements should be covered as relevant to the aircraft type and the related operator's specifics:

(...)

- in-flight entertainment (IFE) system, if installed (e.g. central system or hand-held device(s) such as PEDs for the use by passenger(s) as applicable) and its safety aspects.

(...)



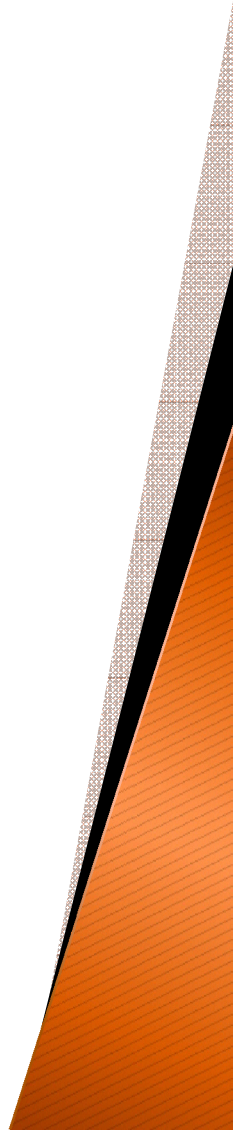
# Regulation Update

## AMC1 ORO.CC.135 Familiarisation FAMILIARISATION FLIGHTS AND AIRCRAFT FAMILIARISATION VISITS

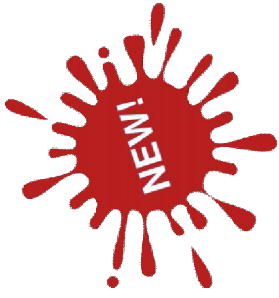
Aircraft familiarisation visits

(...)

- IFE system used for conveying safety-related information.







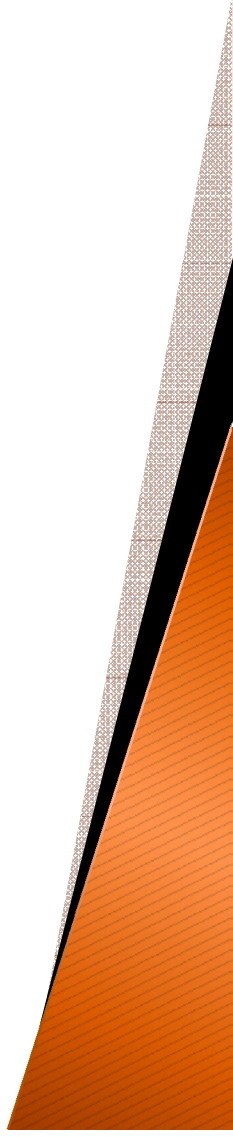
# Regulation Update

## AMC1 ORO.GEN.110(f)(h) Operator responsibilities ESTABLISHMENT OF PROCEDURES

An operator should establish procedures to be followed by cabin crew covering at least:

(...)

(6) safety aspects of the in-flight entertainment (IFE) system, if installed.





# Regulation Update

**AMC2 ORO.CC.205(d) Reduction of the number of cabin crew members during ground operations and in unforeseen circumstances**

**SPECIFIC PROCEDURES FOR CRUISE PHASE OPERATION WITH A LOWER NUMBER OF CABIN CREW MEMBERS IN THE PASSENGER COMPARTMENT**

- ▶ When establishing the specific procedures for cruise phase operation with a lower number of cabin crew members in the passenger compartment, the operator should at least consider the following:
  - Normal procedures including at least:
    - surveillance of the passenger compartment, including the lavatories and the galleys;
    - management of, and assistance to, passengers;
    - crew communication and coordination, including the necessary contact with and support to the flight crew as specified by the operator.



# Regulation Update cont...

**AMC2 ORO.CC.205(d) Reduction of the number of cabin crew members during ground operations and in unforeseen circumstances**

**SPECIFIC PROCEDURES FOR CRUISE PHASE OPERATION WITH A LOWER NUMBER OF CABIN CREW MEMBERS IN THE PASSENGER COMPARTMENT**

- Emergency procedures including at least those to be applied in case of:
  - (i) medical emergency;
  - (ii) unruly behaviour;
  - (iii) unlawful interference or bomb threat;
  - (iv) slow depressurisation;
  - (v) decompression;
  - (vi) fire or smoke event;
  - (vii) emergency descent, taking into account that the procedure to be applied may vary depending on the causing event (e.g. depressurisation or fire).



# Regulation Update cont...

**AMC2 ORO.CC.205(d) Reduction of the number of cabin crew members during ground operations and in unforeseen circumstances**

**SPECIFIC PROCEDURES FOR CRUISE PHASE OPERATION WITH A LOWER NUMBER OF CABIN CREW MEMBERS IN THE PASSENGER COMPARTMENT**

Specific procedures for cruise phase operation with a lower number of cabin crew should describe:

- how to re-assign duties and responsibilities of cabin crew members or senior crew members who take in-flight rest to another cabin crew member considering the experience and qualification of the cabin crew member or senior cabin crew member; and
- how cabin crew members taking in-flight rest can be again ready to act and reach their assigned cabin crew stations in case of an emergency.



# Regulation Update

- ▶ GM1 ORO.CC.205(a) Reduction of the number of cabin crew members during ground operations and in unforeseen circumstances

## CABIN CREW PRESENT AND READY TO ACT

‘Present and ready to act’ means that cabin crew members should be **awake and in a state of alertness** that enables them to fulfil their responsibilities and perform their duties as required by any situation in accordance with all applicable normal and emergency procedures established in the operations manual.

# Proposed Regulation Update

