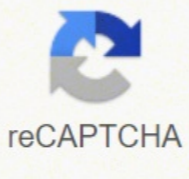




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Procedures must be established in the operations manual; it has to be ensured that an equivalent level of safety is achieved with the reduced number of cabin crew, in particular for evacuation of passengers. Ref.: Regulation (EU) No 965/2012 Air Operations, Annex III (Part-ORO is available on EASA website. In case a cabin crew member has been assessed as 'unfit', the cabin crew member has the right of a secondary review. The minimum number of cabin crew may vary on each aircraft, depending on the certification history of that aircraft. Refresher training, if Operator A considers this training to be necessary due to complex equipment or procedures for the cabin crew member who has been absent from flying duties for less than 6 months. As a result, discussions were held in 2015 between EASA and IATA/IACA on the application of ORO.CC.100(b), i.e. how to establish the minimum required number of cabin crew. The qualifications of Instructors/Trainers, as well as of Examiners, are not defined at EU level, and remain to be defined by each Member State. No, the document is not recognised in the European Union. For example, they may need a summary of Roberts rules or a simple summary of Macbeth to help them write a research paper, and a book summary website will help them achieve that goal. Reference: Regulation (EU) No 965/2012 Air Operations, Annex III (Part-ORO) and Annex IV (Part-CAT) is available on EASA website. Please, refer to the point 8. AMCI ORO.CC.205 (c)(1). Aircraft type specific training and operator conversion training is not transferable from one operator to another as each operator may have its own customised aircraft cabin configurations incl. This is foreseen in the Basic Regulation (Regulation (EU) 2018/1139) taking into account the increasing mobility of personnel in the aviation industry and the need to harmonise cabin crew qualifications. You may pay for multiple individuals by using one credit card or bank transfer in each individual's users Account. That operator acts as a training organisation training future cabin crew who, in their life time, may also operate with other operators and in other Member States. Reference: Regulation (EU) No 1178/2011 Aircrew and ED Decision 2012/006/R are available on EASA website. Under EU-OPS, practical training on the use of rafts was required during Initial training. Follow these guidelines to learn where to find book summaries online.Websites and BlogsMany websites and blogs offer summaries of chapters in books for free to their readers. Therefore, CCTO can only provide Aircraft type specific training and operator conversion training if contracted by an operator to do so. These "YouTubers" select a book, present information about it, provide insights, highlight reviews about it, and summarize its plot. Part-CC Cabin Crew Attestation (CCA) is issued for a life time and is recognised across all EU. The medical requirements for cabin crew are extensive in text, therefore to find the exact aspect you are looking for, you need to look through the respective Subpart of the Reg. To help with the implementation, EASA published Safety Information Bulletin (SIB) 2014-29, which provided detailed information on how to comply with ORO.CC.100. Your certificate will be available to download from your Training Account. NOTE: The purpose of this FAQ is to explain how the operator and the Competent Authority (National Aviation Authority) conclude the minimum number of cabin crew required on the operator's aircraft. The minimum number of cabin crew for an aircraft type, as determined by certification and approved by EASA, is stated on the Type Certification Data Sheet. Reference: Regulation (EU) No 965/2012 Air Operations, Annex III (Part-ORO) is available on EASA website. You will have 12 months to complete the course and exam (enrollment validity), which starts from the date you purchase the course. Such a change must be approved by EASA and such an aircraft will hold a Supplemental Type Certificate. However, if the organisation has appropriate procedures in place to avoid conflict of interest regarding the conduct of the examination and/or the results, this restriction need not apply. Refresher training, provided the cabin crew member has not operated on Operator A aircraft type for more than 6 months. 1178/2011. Course Code: TALG-51Course format This is a partner-taught or self-study course, which will take you approximately 45-60 hours to complete, depending on your previous knowledge and experience. Any other elements shall be subject to medical confidentiality in accordance with MED.A.015. 2. Regulation (EU) No 290/2012 amended by Regulation (EU) No 2015/445 and Regulation (EU) No 245/2014. All the referenced regulations are available on EASA website. As an outcome of these discussions, on 7th December 2015 EASA communicated to the stakeholders the 'EASA conclusions following the consultation on the proposed Certification Memo and Safety Information Bulletin on minimum cabin crew for twin-aisle aeroplanes'. The minimum number of cabin crew required in the passenger compartment may be reduced under conditions stated in ORO.CC.205 incl. Changes to evacuation procedures with a reduced number of cabin crew are required to be acceptable to the Competent Authority. If that's not enough, some of these book apps and subscription services also provide links to videos, reports and TED talks for the books, as well.YouTube Channels Offering Book SummariesIf you would rather not read a summary of books, there are many YouTube channels offering book summaries online. ED Decision 2014/017/R containing AMC and GM to the rules. Because everyone is pressed for time, the need to look up the summary of this book or that one is sometimes a priority. While you may not find a short summary of Hamlet, you will see religious book summaries, book summaries for health-related topics, or topics for business-related books.Students Searching for Book SummariesStudents are constantly on the lookout for book summaries for research purposes, as well as for books they need to read for classes. Therefore, as required by ORO.CC.125, cabin crew members must complete Aircraft type specific training and operator conversion training before being assigned to operate on the operator's aircraft. What you will learn Upon completing this course you will have the skills to: Define the cabin crew profession, its origins and current practisesIdentify aircraft types and relevant cabin crew functionsManage passenger interactions in a variety of circumstancesRecall emergency aid safety proceduresCourse content The key topics that are covered during this course include: Introduction to the airline industry and aircraftCrew member coordination and communicationCustomer service and managing passenger interactionsSafety and emergency procedures (with virtual cabin walkthrough - narrow and wide body aircraft)General philosophy of for the carriage of dangerous goods and the risks associated with their transport on board an aircraftAwareness on security-related issuesSecurity and dangerous Who should attend This course is recommended for: Aspiring cabin crew members Certificate awarded An IATA Certificate is awarded to participants successfully passing the final exam. Registration information Please refer to our shipping fees and applicable taxes. Aircraft type training: ORO.CC.125 Aircraft type specific and operator conversion training Reference: Regulation (EU) No 965/2012 AMC1 ORO.CC.125(c) and AMC1 ORO.CC.125(d) containing a training programme for aircraft type specific training and operator conversion training respectively Reference: ED Decision 2014/017/R 3. Please refer to the Exam Information below for more details. The AMC and GM specify the detailed medical conditions and the related medical examinations or investigations: Reference: Regulation (EU) No 1178/2011 Aircrew as amended by Regulation (EU) No 290/2012 Part-CC available on EASA website. The operator defines what languages its cabin crew members must be able to speak and at what level. Regulation (EU) No 965/2012 specified the following two requirements: The operator shall ensure that all personnel are able to understand the language in which those parts of the Operations Manual, which pertain to their duties and responsibilities, are written (ORO.MLR.100(k)), and The operator shall ensure that all crew members can communicate with each other in a common language (CAT.GEN.MPA.120). The cabin crew member shall not perform duties on an aircraft and shall not exercise the privileges of their cabin crew attestation until assessed as 'fit' again. MED.C.030(a)(2) requires cabin crew members to provide the related information of their medical report or the copy of their medical report to the operator(s) employing their services. For example, a German airline has a flight departing from Frankfurt to Madrid and it is assumed that the cabin crew members speak German since they work for a German operator. This course also includes a safety equipment procedure (SEP) trainer providing an overview of the aircraft, safety equipment and location of emergency procedures accessible via web or mobile. It is a general practice that cabin crew members do speak English to facilitate the communication in the aviation industry. These book summary sites contain information about the author, release date, characters, plot, and then move on to the summaries, like a short summary of Othello, for example. About the course 45-60-hour partner-taught or self-study course Working as cabin crew for a major airline is an exciting and challenging experience. It is also a practice of some operators to employ 'language speakers', i.e. cabin crew members speaking certain languages, who mainly operate their language-desired routes(s). Reference: Regulation (EU) No 965/2012 Air Operations, Annex III (Part-ORO) is available on EASA website. The passenger profile may, however, be such that these languages are not 'desired' on this flight as passengers do not necessarily speak or understand any of the two languages (passengers may be e.g. Russian, Chinese, Iranian, Indian, Pakistani, Polish, Finnish, Croatian, Hungarian, Bulgarian, Czech, Slovak, etc., or there is a large group of e.g. Japanese tourists). The operator may also have procedures in place through which a cabin crew member's medical report can be readily available upon request by a competent authority. It must be noted that it is difficult, if not impossible, to mandate the 'required' languages to be used on board with regard to communication with passengers, as this differs on daily basis from a flight to flight. Refresher training: ORO.CC.145 Refresher training Reference: Regulation (EU) No 965/2012 Reference: Regulation (EU) No 1178/2011 Aircrew as amended by Regulation (EU) No 290/2012, see Annex V 'Part-CC' and Appendix I to Part-CC. Regulation (EU) No 965/2012 Air Operations. This inclusion was done last minute and it resulted in the overall lack of clarity of ORO.CC.100(b). Following the publication of this Certification Memorandum, the TCDSs have been amended to include the minimum number of cabin crew. This FAQ does not provide specific numbers for aircraft types or individual aircraft. Cabin crew members are encouraged to carry their medical report or a copy while on duty to attest their medical fitness and limitation(s). In this case, the operator may use the calculation method specified in ORO.CC.100(b)(2) of Regulation (EU) No 965/2012. In summary: Certification documentation of the operator's aircraft issued: Before 3rd July 2017: if the certification documentation does not include the number of minimum cabin crew or the number has not been established for the aircraft, you may apply the calculation method specified in ORO.CC.100(b)(2). After 3rd July 2017: you must apply the number of minimum cabin crew specified in the certification documentation in accordance with the rule ORO.CC.100(d)(1). Background information The development stage of Regulation (EU) No 965/2012 ('AIR OPS') initially did not include the paragraph (b)(2) in ORO.CC.100, i.e. the '1 per 50' calculation. Closed course book exam. Performance will be based on an examination. Aircraft type specific training and operator conversion training is a requirement directed to operators as specified in ORO.GEN.005, therefore the operator is responsible for this training. When returning to Operator A (after completing the short/long-term contract with Operator B) the options are: No training is required, provided the cabin crew member's recency is within the validity of the Recurrent training and the cabin crew member has operated on Operator A aircraft type during the last 6 months. Recurrent training if the validity is about to expire. 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