

Issued: 11 April 2014

Implementation of Part-MED Subpart C – Cabin Crew Medical Assessment

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All Aeroplane AOC Holders
Licensed/Unlicensed Personnel:	All Cabin Crew Training Organisations and AMEs

1 Introduction

- 1.1 The purpose of this Information Notice is to notify Air Operator Certificate (AOC) Holders, Cabin Crew Training Organisations and Aeromedical Examiners (AMEs) of the requirements for cabin crew medical assessment from 8 April 2014. The requirements have been published on the CAA website and include details of the UK Alternative Means of Compliance (AltMOC) and Guidance Material (GM), which provide guidance to AMEs and Occupational Health Medical Practitioners (OHMPs) carrying out cabin crew medical examinations and assessments.
- 1.2 This Information Notice supersedes IN-2013/194.

2 Scope

- 2.1 The European Aviation Safety Agency (EASA) Aircrew Regulation has seven Annexes, including rules covering requirements for cabin crew medical fitness. Annex IV is known as Part-MED and contains the EASA Implementing Rules (IRs) for medical assessment of pilots and cabin crew. Subpart C of Part-MED contains the IRs applicable to cabin crew medical assessment.
- 2.2 The EASA Aircrew Regulation is legally binding on EU Member States and is directly applicable within the UK, regardless of any UK domestic regulation.
- 2.3 EASA published Acceptable Means of Compliance and Guidance Material (AMC/GM) related to the IRs to Part-MED on 15 December 2011. The AMC and GM include requirements that

substantially exceed the current EU-OPS requirements. The UK has developed AltMOC and GM which provide an equivalent level of safety and these have now been notified to EASA and published on the CAA website.

- 2.4 The Part-MED requirements for cabin crew medical examination or assessment replace the requirements for cabin crew medical examinations or assessments under EU-OPS 1.995.

3 Transition Arrangements from 8 April 2014 to 7 April 2019

- 3.1 Following implementation of Subpart C of Part-MED in the UK, there will be a transition period from 8 April 2014 to 7 April 2019, to allow for the phased introduction of the Part-MED requirements.
- 3.2 Under the Part-MED requirements, the medical record will be held by the AME or OHMP who carries out the aeromedical assessment. The crew member will be provided with a medical report confirming the date of the assessment, whether they are assessed as fit or unfit, the period of validity and any limitations. The crew member must provide a copy of the medical report to the operator.
- 3.3 All existing cabin crew for whom the UK operator holds a medical record, and who have been assessed as fit for cabin crew duties under EU-OPS requirements before 8 April 2014, will have 'grandfather rights' for the remaining period of validity of the EU-OPS assessment. These cabin crew will require a Part-MED periodic aeromedical assessment and report at the first revalidation / renewal date after 7 April 2014.
- 3.4 All existing cabin crew for whom the UK operator holds a medical record and who have previously worked as cabin crew with that operator, but who have not been assessed as fit for cabin crew duties under EU-OPS requirements before 8 April 2014, e.g. staff who have taken a career break or had a period of employment in a ground role, will require a Part-MED periodic aeromedical assessment and report before acting as cabin crew.
- 3.5 Cabin crew who have been assessed as fit for cabin crew duties under EU-OPS requirements before 8 April 2014 and transfer to another UK operator will also have 'grandfather rights' for the remaining period of validity of the EU-OPS assessment, provided that the crew member's medical record has been transferred to the new employer and the new operator's medical adviser has confirmed that they are fit for cabin crew duties. These cabin crew will require a Part-MED periodic aeromedical assessment and report at the first revalidation / renewal date after 7 April 2014.
- 3.6 Cabin crew who join or transfer to a UK operator but who have not been assessed as fit for cabin crew duties under EU-OPS requirements before 8 April 2014, or who have been assessed as fit under EU-OPS requirements before 8 April 2014 but for whom the new operator does not hold the previous medical record, or who do not already hold a valid EU medical report, will require a Part-MED initial aeromedical assessment and report.
- 3.7 All new entrant cabin crew who have not been assessed as fit for cabin crew duties under EU-OPS before 8 April 2014 will require a Part-MED initial aeromedical assessment and report before acting as cabin crew.
- 3.8 All cabin crew members must hold a valid EU medical report from 8 April 2019.
- 3.9 No assessment of fitness for cabin crew duties under EU-OPS requirements will remain valid after 7 April 2019.

4 Procedures for Cabin Crew

- 4.1 When attending for an initial Part-MED cabin crew aeromedical assessment, the cabin crew member must show the AME or OHMP proof of identification. When attending for a periodic Part-MED aeromedical assessment, the cabin crew member must show the AME or OHMP proof of identification and either their current EU medical report (or previous report, if expired), or confirmation from an operator of previous satisfactory assessment under EU-OPS