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Executive Director

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EurECCA  
European Cabin Crew Association  
Ms Annette Groeneveld – President  
Mr Xavier Gautier – Secretary General

Rue du Commerce 20-22  
B-1000 Brussels  
Belgium

**Subject: European cabin crew attestation**

Reference: Your letter dated 16.07.2021

Dear Ms Groeneveld, dear Mr Gautier,

Thank you for your letter regarding the status of UK issued cabin crew attestations.

I would like to clarify that the departure of the United Kingdom (UK) from the European Union means that the UK no longer participates in the regulatory framework of Regulation (EU) 2018/1139 and the regulations adopted on the basis thereof. As a consequence, as also indicated in our letter dated 10 June 2021, from 1 January 2021 certificates issued by the UK can no longer benefit from the mutual and reciprocal recognition between EU Member States and are to be deemed as certificates issued by a third country. Holders of such cabin crew attestations would now need to apply to an EU Member State authority for the (initial) issue of a European cabin crew attestation.

Whilst this situation is unprecedented and not foreseen in the framework of Regulation (EU) 2018/1139, the European Commission and EASA have provided the Member State competent authorities with guidance on how to mitigate undesired consequences for UK-issued certificate holders under the current regulatory framework, where possible. In the particular context of cabin crew attestations, it was clarified that, similarly as for the pilots and aircraft mechanics, the initial training and examination completed under the oversight of the UK before 1 January 2021 in compliance with Annex V (Part-CC) to Regulation (EU) No 1178/2011 may continue to be accepted by an EU Member State for the purpose of issuance of a Part-CC cabin crew attestation, provided that this initial training and examination is valid and have been verified by the EU Member State to whom the application is being made.

Following the reissuance of the cabin crew attestation by an EU Member State based on the training and examinations completed by the cabin crew member before 1 January 2021 under the oversight of UK, the cabin crew member concerned still needs to undergo operator-specific training and checking in accordance with Regulation (EU) No 965/2012 and demonstrate medical fitness before undertaking flight duties with an EU operator.

The above approach does not require exemptions from the applicable requirements to be issued by EU Member States, however it is important to emphasise that the affected cabin crew employers (operators) contact their competent authority for further information and guidance to ensure operational disruptions are minimised and the affected cabin crew members remain in compliance with the EU aviation safety regulations.

I would like to take this opportunity to thank you for bringing this issue to the attention of the Agency in the interest of your members and the wider aviation community.

Yours sincerely,

[signed electronically]  
Patrick KY