



Part 609

scheduled flights

regulations

ITEM	TITLE
<u>SUBPART A:</u>	Applicability
<u>609.1</u>	Applied scheduled flights regulations
<u>SUBPART B:</u> <u>609.2</u>	Definitions
<u>SUBPART C:</u>	
<u>609.3</u>	Authorization rules of scheduled flights
<u>SUBPART D:</u>	
<u>609.4.1</u>	Types of scheduled flights
609.4. 2	Designating Airlines
609.4. 3	Terms & conditions of operating scheduled flights
609.4. 4	Terms & conditions of operating scheduled flights from/to CAI Airport
609.4. 5	Additional Flights
609.4. 6	Amendments of approved flights
609.4.7	Cancellation of approved flights
609.4.8	Suspend or terminate the permission
609.4.9	Ministerial decrees & declarations
609.4.10	Foreign air operator certificate validation
609.4.11	Passenger rights
<u>SUBPART E</u>	
<u>609.5</u>	Terms & Required Attachments
<u>SUBPART F</u>	
<u>609.6</u>	Code share
<u>SUBPART G</u>	
<u>609.7</u>	Training
References	

SUBPART A

609.1 Applicability :

Applied scheduled flights regulations

- These regulations govern the approval of scheduled flights by Egyptian Aviation Authority (ECAA) to and from A.R.E.
- These regulations apply to the carriage by air of passengers and /or cargo for scheduled commercial operations on international & domestic flights.

SUBPART B

609.2 Definitions :

609.2. 1 Air carriers

An air carrier is an enterprise that engages in provision of transportation services by aircraft for remuneration or hire.

Air carriers can be identified by the type of operations they offer:

A scheduled air carrier or airline is one that engages mainly in scheduled services (though it may also operate some non-scheduled flights).

A non-scheduled air carrier is one whose primary activity is non-scheduled operations;

A charter carrier is a non-scheduled air carrier that operates only charter flights.

An international carrier is one that provides air transport services on routes involving more than one State and that may also operate domestic air services.

A scheduled international carrier is a carrier authorized to operate scheduled international air services, while a **non-scheduled international carrier** is one authorized to operate international non-scheduled flights.

A domestic carrier is one that primarily provides air transport services wholly within the territory of its home state.

A national carrier is an expression used to refer to an air carrier, established in accordance with the national law of a State, which is usually the only or the principal air carrier of that State in the provision of air transport services including international air services, and which is regarded as a national instrument in air transport.

A flag carrier is a term often used interchangeably with “national carrier” but more from an international perspective because the aircraft of such carrier usually bears the national flag of the State in the provision of international air services. Note, however, that Article 20 (Display of marks) of the Chicago Convention only requires that aircraft engaged in international air navigation bear its appropriate nationality and registration marks (States generally use letters and numerical numbers for this purpose). Therefore, there is no legal requirement under international law that the aircraft of a national carrier engaged in the operation of international air services must bear the national flag.

Carriers may be categorized by the type of traffic they transport. Thus:

- **A passenger air carrier** is primarily involved in the transportation of passengers by aircraft (although such aircraft may also carry freight);
- **A cargo air carrier** will primarily be involved in the transportation of freight and mail by aircraft.

609.2. 2 Aircraft

The nationality of aircraft is the State of its Registry (see Article 17 of the Convention on International Civil Aviation).

Transport aircraft are aircraft that are designed for the purpose of transporting persons and/or cargo. Commercial transport aircraft are transport aircraft that are used for remuneration or hire.

State aircraft include any aircraft used for military, customs, police or other law enforcement services of a State (see Article 3 of the Convention on International Civil Aviation).

Private aircraft are any non-State aircraft used for non- commercial purposes.

In the context of economic regulation, aircraft are often categorized according to the type of traffic they are designed to carry:

- **A passenger aircraft** is an aircraft primarily designed and configured for the transport of persons and their accompanying baggage;
- **An all-cargo aircraft** or freighter is an aircraft configured for the carriage of freight only (although persons who accompany certain kinds of cargo, such as livestock or oil rig machinery, may also be carried);
- **A combination aircraft** (often referred to as combi aircraft in the airline industry) is a transport aircraft capable of carrying both passengers and cargo on the main deck, often in varied configurations.

Increase their fleet capacity is through leasing:

- **A leased aircraft** is an aircraft used under a contractual leasing arrangement;
- **A wet-leased** aircraft includes a crew;
- **A dry-leased** aircraft does not include a crew;
- **A damp-leased** aircraft is a term used in some cases to refer to a wet-leased aircraft that includes a cockpit crew but not cabin attendants.

In this connection, the term lessor means the party from which the aircraft is leased and the term lessee is the party to which the aircraft is leased.

609.2. 3 Air services

Air service, in its broadest sense, includes any service performed by aircraft for public transportation, whether on a scheduled or non-scheduled basis. For regulatory purposes, however, the term always has a specific meaning and refers to any scheduled air service performed by aircraft for the public transport of passengers, mail or cargo.

A commercial air service means an air service performed by aircraft for the public transport of passengers, mail or cargo for remuneration or hire.

Air services can be classified by the geographical areas they serve, for example:

A domestic air service, i.e. an air service operated wholly within the territory of a State;

An international air service, i.e. an air service that passes through the airspace over the territory of more than one State;

In economic regulation, air services are often categorized according to the type of traffic carried by the air carrier:

A passenger air service is an air service performed primarily for the transport of passengers;

A cargo air service is an air service provided for the public transport of freight and mail;

A combination service refers to one that carries both passengers and cargo on board the same aircraft.

Air services can also be distinguished by their operational features:

A scheduled air service is typically an air service open to use by the general public and operated according to a published timetable or with such a regular frequency that it constitutes an easily recognizable systematic series of flights;

Conversely, any air service that is performed other than as a scheduled air service is regarded as a non-scheduled operation, including but not limited to charter operations. Note that “non-scheduled” is a public law term, while “charter” is a private law term pertaining to the contract between an air carrier and a charterer (although these two terms have come to be used interchangeably).

In international air transport regulation, air services have been regulated under different regimes depending on whether they are performed on a scheduled or non-scheduled basis. A scheduled international air service is a series of flights that possesses all of the following characteristics:

- It passes through the airspace over the territory of more than one State.
- It is performed by aircraft for the transport of passengers, mail or cargo for remuneration, in such a manner that each flight is open to use by members of the public; and
- it is operated so as to serve traffic between the same two or more points, either according to a published timetable or with flights so regular or frequent that they constitute a recognizable systematic series.

Any international flight performed other than as a scheduled international air service is **a non-scheduled international flight**.

Where the existence of a scheduled international service, as defined, has been established, all **extra flights** associated with that particular service and open to use by members of the public are part of the same service. The "non-revenue" flights of commercial operators are, however, classified by the Definition as non-scheduled even if operated in close association with a scheduled international air service.

SUBPART C

609.3 Authorization rules of scheduled flights

General provisions

609.3.1 All flights to/ from or over flying across A.R.E territory should be complied with the current A.R.E regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex9 to the convention on International Civil Aviation.

609.3. 2 Any Egyptian or foreign carrier operates schedule flights to/ from or over flying across or into A.R.E territory must submit its improvement to be in conformity with terms & conditions of operating scheduled flights according to bilateral or multilateral agreement which A.R.E & the carrier's state is a party in it, and according to Egyptian laws and regulations.

609.3. 3 Any civilian ACFT operates schedule flights to/ from or over flying across or into A.R.E territory must get permission from ECAA 30 days before operation.

609.3.4 Any Egyptian or foreign carrier operates schedule flights to/ from or over flying across or into A.R.E territory must submit an application to obtain an annual military permission at least three months before ending the year.

609.3.5 Any Egyptian or foreign carrier must get permission or authorization from Ministry of Civil Aviation (Civil Aviation Authority) before performing any type of air movements or any flights within A.R.E territory in condition that previous co-ordination with the directors of the concerned airports (at which the flights will descent) regarding arrival / departure time..

609.3. 6 Applications for scheduled flights from or to or overflying across or within A.R.E territory should be submitted to the Head of Central Air Transport Department –Egyptian Civil Aviation Building (airport road) through authorized agents or companies' office in A.R.E.

609.3. 7 Aircraft entering into or departing from A.R.E territory must make their first landing at and final departure from an INTL airport.

609.3. 8 Airline operating manual(AOM) must contain all procedures which performed by that Airline (passenger & baggage service provider) from the moment of beginning the traveling procedures for the passenger till ascending the airplane and finishing that procedures, and also contain all forms which Airline used and be in compliance with Annexes and circulations which published from ICAO and Egyptian laws & regulations and should be available for all Airlines' employee after be accepted and authorized from the Egyptian authority.

609.3. 9 Operators must adhere to ECAA permission, notified that permission valid during the days mentioned to it only.

609.3. 10 Aircraft operators must adhere with the following:

- a) Terms & restrictions mentioned in authorization issued regarding operation or flying, which allow the right to take passengers or cargo in remuneration.
- b) Valid air traffic control procedures & local flying restrictions.
- c) Egyptian laws, regulations and ministerial decrees in that concern.
- d) Ticketing & reservation Offices or sales agent must be existed at airports which airlines operate its flights.

e) The insurance sums stated must cover (Aircraft, passengers, baggage, cargo, crew, third party on surface) and in compliance with the international conventions & the national laws.

609.3. 11 Any Egyptian carrier must have a legal relation with service providers and state the responsibilities and the duties in it at internal and external stations which carrier operates its flights according to its authorized activity.

609.3. 12 Any foreign ACFT is not permitted to carry passengers or cargo or mail for remuneration or hire between two points located in A.R.E.

609.3. 13 The operation of any flight to / from and over flying A.R.E territory is forbidden before receiving the Egyptian Civil Aviation Authority clearance otherwise the ACFT will be intercepted & forced to land and held responsible for any financial onsequences and the safety of ACFT will be jeopardized as well as fines & penalties stipulated in the Egyptian laws & regulations.

609.3. 14 Inspectors from Central Air Transport Department at Civil Aviation Authority will inspect periodically of Airlines to make sure of the accuracy of the implementation of legislations, applicable rules & the issued regulations and also to evaluate elements of regular operations (passenger / cargo) for those carriers.

SUBPART D

609.4 scheduled flights :

609.4. 1 Types of scheduled flights

609.4. 1. 1 Passenger scheduled flights

Airline performed scheduled flights to transport passengers for remuneration or hire.

609.4. 1. 2 Cargo scheduled flights

Airline performed scheduled flights to transport cargo for remuneration or hire

609.4. 1. 3 Combination scheduled flights

Airline performed scheduled flights to transport of passengers, cargo & mail for remuneration or hire

609.4. 2 Designating Airlines

- It is not allowed for any foreign or Egyptian carriers to operate regular flights to & from A.R.E unless it is designated from civil aviation authorities.
- Egyptian civil aviation authority has a right to suspend cancelled or changes the designation of any Airline according to terms and conditions mentioned in bilateral agreement between both countries and compliance with national laws and regulations.
- The designating Airline must operate scheduled flights according to scheduled published flights and comply with bilateral agreement between A.R.E and Air operator.
- Egyptian carriers must operate according to its authorized activity.
- Rules mentioned in Convention on international civil aviation and its Annexes concerning rules of the air or any amendments and national & international rules which mentioned at Egyptian A.I.P shall be applied on Airlines.
- Submission of operating schedule flights in accordance with IATA seasons timetable to obtain the permission. Such flights should specify points of operation on full route (points according route schedule) and Freedoms of the Air intended to be exercised on that routes.
- In case there isn't any agreement ARE and the country of Air operator party on it or there isn't into force bilateral agreement between both countries the minister issue a temporary authorization for one year and can be renewal to any period of time.

609.4. 2. 1 Terms & conditions of designating foreign Airlines to operate scheduled flights to/from ARE.

The following prescribed conditions and requirements are applicable on any air carrier (operator) conducting scheduled air transport operation, on a bilateral basis, for the carriage of passenger, cargo and mail for remuneration to and ARE:-

- 1- Submission of a written designation request from civil aviation authority directly or through diplomatic channels according to bilateral agreement.
- 2- In order to accept the designation, the following copy documentations attached to authorized letter from the civil aviation authority of state designating the air carrier.

- a) The principle place of business and permanent resident of the air carrier (operator) must be in the State designating the air carrier.
 - b) The form of business legal entity of the air carrier (operator) is established in accordance with the national laws and regulations of the State of designation such establishment contract needs to be attached.
 - c) The substantial ownership and effective control criteria are vested in the State designating the air carrier.
 - d) A copy of Air operator certificate (A.O.C), and the related air safety documentations pertinent to aircraft operated.
 - e) A copy of the Air carrier's operation specifications.
 - f) A list of the Air carrier's ACFT fleet.
 - g) A copy of registration certificates.
 - h) A copy of airworthiness certificates.
 - i) A copy of noise certificates.
- J) A copy of insurance certificates including insurance on (passenger – cargo – mail -third party - crew).
- 3- Submission of the documents that verify Air Carrier Registry (Membership) with ICAO.
 - 4- Submission of the documents that verify Air Carrier Registry (Membership) with IATA.
 - 5- Fulfilling commercial representation of the designated air carrier in accordance with the bilateral agreement (A.S.A) provision. Air Carrier may request the option of direct representation under his own identity (office) or the option of representation through appointing a local sales agent (G.S.A). In both options, air carrier is required to fulfill the necessary requirements based on the applicable national regulations. In case of selecting the option of G.S.A, a written letter of consent is required as a proof of both air carrier and agent joint responsibility and liability for any financial obligations or any contractual violations incurred by the operation.
 - 6- Appointment of a Ground Handling Service Provider. A copy of the Contract must be attached.

609.4. 2. 2 terms & conditions of designating Egyptian Airlines to operate scheduled flights to/from ARE

The following prescribed conditions and requirements are applicable on any air carrier (operator) conducting scheduled air transport operation, on a bilateral basis, for the carriage of passenger, cargo and mail for remuneration to and ARE:-

- 1- Submission of a written designation request to the president of civil aviation authority.
- 2- In order to accept the designation, the following copy documentations must be submitted:
 - a) A copy of Air operator certificate (A.O.C).
 - b) A copy of authorization to operate the activity of schedule flights.
 - c) A copy of the Air carrier's operation specifications.
 - d) A list of the Air carrier's ACFT fleet to operate such scheduled flights.

- 3- Submission of the documents that verify Air Carrier Registry (Membership) with ICAO.
- 4- Submission of the documents that verify Air Carrier Registry (Membership) with IATA.
- 5- Fulfilling commercial representation of the designated air carrier in accordance with the bilateral agreement (A.S.A) provision. Air Carrier may request the option of direct representation under his own identity (office) or the option of representation through appointing a local sales agent (G.S.A). In both options, air carrier is required to fulfill the necessary requirements based on the applicable national regulations. In case of selecting the option of G.S.A, a written letter of consent is required as a proof of both air carrier and agent joint responsibility and liability for any financial obligations or any contractual violations incurred by the operation.
- 6- Appointment of a Ground Handling Service Provider. A copy of the Contract must be attached.

609.4. 3 terms & conditions of operating scheduled flights for Egyptian and Foreign Airlines

- Airlines must operate their flights according to bilateral or collective agreement which A.R.E & the carrier's state is a party in it. It must get permission for operation in advance & according to the conditions contained therein from Civil Aviation Authority.
- Regular operation requests must be submitted to Civil Aviation Authority at least 30 days prior operation in order to issue the necessary permits.
- Egyptian carriers are responsible for getting the operation approval for foreign countries according to their issued authorization.
 - Regular operation requests must include the following data:
 - Carrier's name & nationality.
 - A/C type, registrations & seats' capacity.
 - Period of operation according to IATA (winter / summer season)
 - Route / routes.
 - Operation days.
 - Flight frequency.
 - Number of flights.
 - Arrival / departure time in UTC.
 - Price list for each route.
 - All documents mentioned below for any flight must be submitted by air carriers or their agents to have the permission for landing and takeoff for their ACFT in A.R.E. These documents must comply with the applications related to them in ICAO Annex 9 & should be acceptable when they are prepared in English or French language & completed in a clear handwriting.
 - Any designated regular carriers willing to operate scheduled flights should fulfill the following requirements:-
 - To be an IATA member with IATA operating code & accounting number or at least member at IATA clearing house (ICH).
 - Submitting their implemented fares to the ECAA upon request before opening for sale on reservation system.
 - Making a contract with one of reservation system & selling through it to be easy for showing data and connect it with the international GDS' of other Airlines.
 - Submitting copy of General Sales Agency (GSA)'s agreement at external station or

- The importance of having at least one agreement for the exchange of flight documents with one of the operating carriers to/from Cairo International Airport (Egyptian Air Carrier only).
- The scheduled flights & Fares must be published in Airline's website.
- Airline's fleet should be not less than two registered ACFT and it is necessary that fleet be in compliance with the total flights in the beginning of operation (Egyptian Air Carrier only).
- Sufficient a suitable numbers of trained personnel according to Egyptian regulations should be available (Egyptian Air Carrier only).
- Authorized representatives/offices from authority should be existed at Airports which operate internal/external and have a suitable training in passenger and baggage services (Egyptian Air Carrier only).
- Submitting plan (short –medium range) operating points should be in compliance with Airline's fleet in order to open new points for first time to increase the nets of Egyptian Airlines in the beginning of operation (Egyptian Air Carrier only).

609.4. 4 terms & conditions of operating scheduled flights from Cairo/ to airport for Egyptian and Foreign Airlines.

Any scheduled airlines willing to operate flights from/to Cairo International Airport, must fulfill the following terms :-

- To be a member of the International air transport association and has an operational Code and an accounting number issued by the IATA or at least a member of the IATA Clearing House (ICH).

-The operation with different ACFT's classes to serve different categories of passengers.

(a) Physical separation on board between at least two service grades in two different areas.

(b) Marketing for the higher service as a separate supreme service and not only provide an additional services for extra charges.

(c) Offering independent price categories related to a separate supreme service and not only a collection of additional charges.

- Submitting their implemented fares to ECAA upon request before opening the flights for sale on reservation system.

- Making a contract with one of international reservation system (GDS) & selling through it to be easy for showing data and connect it with the international reservation system GDS' of other Airlines.

- Submitting a copy of General Sales Agency agreement (GSA) at external station or a copy of the contract of sale and issuing ticketing office at that station (Egyptian Air Carrier only).

-The importance of having at least one interlines agreement for the exchange of flight documents with one of the operating carriers to/from Cairo International Airport (Egyptian Air Carrier only).

- The scheduled flights & Fares must be published in Airline's website.

- Adhering to the Egyptian laws regulating the companies and workers (Egyptian Air Carrier only)

-
- The Airline's fleet should be not less than two ACFT registered in Egyptian civil aviation authority, and it is necessary that fleet be in compliance with the total flights in the beginning of operation (Egyptian Air Carrier only)
 - Availability of the appropriate number of trained staff in accordance with Egyptian regulations (Egyptian Air Carrier only)
 - The presence of representatives / offices at airports operated by internal / external, accredited by the Authority and have appropriate training in the passengers and baggage service (Egyptian Air Carrier only)
 - Submitting a plan (short - medium term) to clarify The points of operation in line with the fleet, which opens new points for the first time contribute to the expansion of the networks of Egyptian air carriers at the beginning of operation (Egyptian Air Carrier only).

609.4. 5 Additional (extra) Flights

When additional flights permission is requested, the airline must have scheduled international route for the same required route in accordance with the provisions of the bilateral or collective agreement or memorandums of understanding to which the Arab Republic of Egypt and its subsidiaries are a party.

- A permit from the Civil Aviation Authority for additional flights must be obtained at least two weeks before the operation

- Additional flight requests must include the following data:-

- Carrier's name & nationality.
- A/C type, registrations & seats' capacity.
- Period of operation according to IATA
(winter / summer season)
- Route / routes.
- Operation days.
- Flight frequency.
- Number of flights.
- Arrival / departure time in UTC.

- Price list for each route.

609.4. 6 Amendments of approved flights

-A permit from the Civil Aviation Authority must be obtained for any amendments of the scheduled flights a week before operating , with the need to report on the reasons for the amendment and the procedures taken for the passengers.

609.4. 7 Cancellation of approved flights

-The Civil Aviation Authority shall be notified of any cancellation of scheduled flights before the operation in sufficient time with the need to report the reasons for cancellation and the procedures taken for the passengers and that in the absence of implementation of 80% of the flights are considered the future operation of the same route

609.4. 8 Suspend or terminate the permission

- The Egyptian Civil Aviation Authority shall suspend or cancel the permit granted to the airline which operates scheduled flights in case of violation of the scheduled operating regulations published in Egyptian AIP.
- The Minister of Civil Aviation may, on the recommendation of the Egyptian Civil Aviation Authority, suspend the operation of permanent or temporary operating licenses for Egyptian and foreign airlines for the period specified in the following cases:-
 - A - Violation of one of the terms contained in the license issued.
 - B- Any airline's violation of the provisions of laws, regulations, decisions or instructions applied in the Arab Republic of Egypt.
 - C- Breach of the operating terms contained in the bilateral agreement regarding the regulation of air transport between the Arab Republic of Egypt and the State of the operator, or those specified in an international convention to which the Arab Republic of Egypt and the State of the operator are acceded.
- Egyptian Civil Aviation Authority shall, upon the violation of one of the foregoing terms in A, B,C notify the airline to remove the causes of that violation. If the period of suspension ceases without the violation being removed, the order of license's cancellation shall be submitted to the Minister of Civil Aviation.
- The Minister of Civil Aviation upon the recommendation of the Egyptian Civil Aviation Authority to revoke operating licenses in the following cases:
 - A - The airline loses one of the terms for issuing the license stipulated in the regulations and laws governing it
 - B. The airline shall cease to practice the activity specified in the license for one year from the issuing license 'date.
 - C- Failure of the Egyptian airline to obtain the AOC from the Civil Aviation Authority within one year from the issuing license 'date.
 - D- The Egyptian airline shall not practice the activity licensed or owned by the entire fleet within two years from the issuing license 'date.
- The Minister of Civil Aviation may issue decisions to suspend or cancel any or more of the activities described in the operating license. The decision issued in this regard

includes any sub-activity licensed in accordance with the activity or activities included in the license, which included the stay or cancellation.

The airline shall, in all cases of previous suspension or revocation, shall appeal to the Minister of Civil Aviation against the decision issued to suspend or cancel the license within thirty days from the date of notification thereof.

609.4. 9 Decision & Ministerial decrees

Airlines should apply any decisions, ministerial decrees and permanent instructions regarding operating rules and the traffic rights.

609.4. 10 Foreign air operator certificate validation

- All foreign airlines must obtain a foreign Air operator certificate validation, reissue, renewal or modify the foreign operator certificate which already issued.
- Foreign airlines shall not operate any passenger or cargo schedule flights without obtaining an issue/renew the certificate of a foreign Air operator validation from Egyptian Civil Aviation Authority in accordance with the Egyptian published regulations (ECAR 129).

609.4. 11 Passenger rights

All airlines operating in the Arab Republic of Egypt should apply Egyptian laws and regulations and ministerial decrees issued in this regard.

SUBPART E

609.5 Provisions & Required Attachments

Any civilian ACFT carrying military passengers, military equipment's or dangerous goods is not permitted to over fly A.R.E territory or land or take off unless a special request for the flight/ flights is submitted to central administration of air transport and fulfilled the forms which prepared for that purpose at least 15 works days before the operation to get the necessary permissions

Some flights in some cases require the following attachments:

- Air Operating Certificate (AOC).
- Certificate of Registration (C of R).
- Certificate of Airworthiness (C of A).
- Operations specifications for the operator.
- Insurance policy (Aircraft, Passengers, Cargo and Third party)-(war risks).
- Noise Certificate.
- Radio License.

The required attached document should be true, correct and complete Signature& Stamped

SUBPART F

609.6 Code share

- when any scheduled airline concludes a commercial agreement to operate code share flights should be comply with the provision of bilateral agreement between the two countries and the publications of the International Civil Aviation Organization (ICAO)-circular No. 269 and concerned Egyptian regulations.
- Any scheduled Egyptian airline has a code share agreement with another one should submit this agreement to the central administration of air transport for approval before the effective date with a period not less than 30 days.

SUBPART G

609.7 Training

609.7.1 The training of personnel for Passengers and Baggage service:

- Airlines should take all necessary steps to set and coordinate training programs to ensure the availability of trained and qualified persons to meet the needs of the work of each function and should certified programs and syllabus from the central administration of air transport referred to Airline's operation manual.
- Passengers and Baggage service course should be held by authorized Trainers.
- Training should be held in centers or classes certified from the Egyptian Civil Aviation Authority.

(The Airline should keep all training records, certificates and trained personnel's tests for examination when be requested by the inspector of the authority .and the submission of the annual training courses for approval by the d) central administration of air transport.

609.7.2 Areas of training:

The training program should be developed, modernized and refreshed in order to obtain well-trained personnel for either airlines or the agency companies which are operating in the Arab Republic of Egypt.

609.7.3 Passing training passenger and Baggage service providers, mentioned in the Airline's operation manual according to items mentioned below:

- (1) Passenger service course should be taken.
- (2) Baggage service course should be taken.
- (3) The regulation of civil aviation authority course should be taken.
- (4) Refreshment courses should be taken during fixed period not less than 36 months for the passengers and Baggage service.

609.7.4 Training requirements:

a) Basic requirements for new employed personnel:

1. Candidates must obtain a high moderate qualification.
2. Fluent English language required at a minimum and preferably knowledge of another language (writing (reading)).
3. Medically fit.

B) The items listed below should contain basic training for new employed personnel as follows:

1. Training in air carrier includes definition of Air carriers.
2. Training on the procedures for passenger, Baggage and cargo services provider for Air carrier.

3. Awareness about the rules, procedures and instructions issued by the Airport Authority which the service done at.
4. Training courses to learn the laws and regulations issued by the Egyptian civil aviation authority organized to operating rules for application in the field of work.
5. Awareness about the content of A.I.P of Egypt and the current NOTAMs to follow the procedure to be applied.
6. Environment - environmental issues.
7. Human factors.

References

- Chicago convention
- ICAO doc.9626&9740&9587
- Law No28&its amendments/law.93 for 2003
- A.I.P
- Ministerial decrees
- Rules &National regulations
- Bilateral air service agreement
- AHM (Airport Handling manual)