



Notice of Proposed Amendment 2015-18 (C)

Update of the rules on air operations (Air OPS Regulation — all Annexes & related AMC/GM) sub-NPA (C) ‘Draft Implementing Rule and Draft AMC/GM on passenger seating and briefing’

RMT.0516 & RMT.0517 — 27.11.2015

EXECUTIVE SUMMARY

This sub-Notice of Proposed Amendment (NPA) addresses a safety regulatory coordination issue related to passenger seating and briefing.

This sub-NPA is entitled sub-NPA (C) and is the third part of a series of three sub-NPAs (constituting NPA 2015-18). This sub-NPA proposes amendments to ED Decision 2014/015/R — specifically, amendments to AMC1 CAT.OP.MPA.165 on Passenger seating and to AMC1 CAT.OP.MPA.170 on Passenger briefing — and it contains a newly developed GM1 CAT.OP.MPA.170 on Passenger briefing — Exit briefing, and GM2 CAT.OP.MPA.170 on Passenger briefing — Safety briefing material. The proposed amendments result from the request by the European Commission, from four safety recommendations directed to the Agency and involve an alignment with ICAO Annex 6 and with ICAO Doc 10002.

The specific objective is to maintain a high level of safety by requiring that seats adjacent to emergency exits — providing direct access to these exits — are occupied by passengers during taxiing, take-off and landing. In addition, that passengers seated by exits not staffed by cabin crew members have been briefed on the use of the exit in case of an emergency in order to act promptly and efficiently. Furthermore, to address the non-existence of certification or operational requirements related to safety briefing material by developing guidance material for operators and national aviation authorities, thus providing a level playing field. Lastly, to ensure harmonisation by aligning the current provisions of AMC1 CAT.OP.MPA.170 on passenger briefing with ICAO Annex 6 and ICAO Doc 10002.

Further to the above, this sub-NPA proposes an editorial amendment to Regulation (EU) No 965/2012 (hereinafter referred to as the ‘Air OPS Regulation’), specifically in paragraph (b) of CAT.OP.MPA.170 on passenger briefing to correct an editorial omission.

Lastly, this sub-NPA proposes an amendment to the Air OPS Regulation, Annex I — Definitions in order to add a new definition on ‘emergency exit’ to address the inconsistent use of various terms in the Air OPS Regulation referring to an egress point from the aircraft. The newly proposed definition is in line with ICAO.

The three sub-NPAs constituting NPA 2015-18 are:

Sub-NPA (A): Explanatory Note and proposed changes to the IRs of Annexes I–VII.

Sub-NPA (B): Proposed changes to the existing AMC and GM text.

Sub-NPA (C): Proposed changes related to passenger seating and briefing.

Applicability		Process map	
Affected regulations and decisions:	Regulation (EU) No 965/2012 ED Decision 2014/015/R	Concept Paper:	No
Affected stakeholders:	Operators, cabin crew, national aviation authorities	Terms of Reference:	6.10.2014
Driver/origin:	European Commission; safety	Rulemaking group:	No
Reference:	SWED 2011-011, UNKG-2002-043, UNKG-2014-005, UNKG-2014-006; ICAO Annex 6, and ICAO Doc 10002	RIA type:	Light
		Technical consultation during NPA drafting:	Yes
		Duration of NPA consultation:	2 months
		Review group:	TBD
		Focused consultation:	Yes
		Publication date of the Opinion:	2016/Q3
		Publication date of the Decision:	2017/Q3



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1. Procedural information

1.1. The rule development procedure

Please refer to sub-NPA 2015-18 (A), including the rule development procedure for the proposed Opinion, as well as the proposed Decision of this sub-NPA.

1.2. The structure of this sub-NPA and related documents

Chapter 1 of this sub-NPA contains the procedural information related to this task. Chapter 2 (Explanatory Note) explains the core technical content. Chapter 3 contains the proposed text for the new requirements. Chapter 4 contains the Regulatory Impact Assessment showing which options were considered and what impacts were identified, thereby providing the detailed justification for this sub-NPA.

1.3. How to comment on this sub-NPA

Please submit your comments using the automated **comment-response tool (CRT)** available at <http://hub.easa.europa.eu/crt/>¹.

The deadline for the submission of comments is **27 January 2016**.

1.4. The next steps in the procedure

Whilst every effort was taken to include the new provisions in this NPA it has to be stated that whenever it occurs that the text of this NPA is not identic to the text of that amendment package and the corrigendum it will be aligned with the amended requirements for the publication of the CRD.

Following the closure of the NPA public consultation period, the Agency will review all the comments and will establish a Review Group in order to perform a focused consultation which will consist of a workshop complemented by group meetings, if required.

The outcome of the NPA public consultation, as well as the outcome of the focused consultation, will be reflected in the respective Comment-Response Document (CRD) which will be published two months after the end of the consultation period of the NPA for further consultation (reactions period).

The related Opinion will be published one month after the end of the consultation period of the CRD. The Opinion shall contain proposed changes to EU regulations and it shall be addressed to the European Commission, which shall use it as a technical basis in order to prepare a legislative proposal.

The Decision containing Acceptable Means of Compliance (AMC) and Guidance Material (GM) shall be published by the Agency when the related Implementing Rules are adopted by the Commission.

¹ In case of technical problems, please contact the CRT webmaster (crt@easa.europa.eu).



2. Explanatory Note

This sub-NPA proposes the following amendments to ED Decision 2014/015/R² and to the Air OPS Regulation³:

1. Amendment of *AMC1 CAT.OP.MPA.165 Passenger seating*

The update of AMC1 CAT.OP.MPA.165 is based on a request by the European Commission to address the non-existence of a specific regulatory reference requiring the seat rows with direct access to emergency exits to be occupied during taxiing, take-off and landing by passengers. Currently, AMC1 CAT.OP.MPA.165 only requires that passengers with seat allocation permitting direct access to emergency exits appear to be able to assist in an evacuation. In the absence of such requirement, the Implementing Rule (IR) and the related AMC and GM may be perceived as general and open to interpretation in this aspect. This may lead to operator's policies resulting in such seats being left unmanned during taxiing, take-off and landing.

Point (a) of AMC1 CAT.OP.MPA.165 has been amended to include a provision on seat rows with direct access to emergency exits to be occupied during taxiing, take-off and landing by passengers.

2. Newly developed *GM2 CAT.OP.MPA.165 Passenger seating – EMERGENCY EXIT SEATING*

AMC1 CAT.OP.MPA.165 recommends that seats in rows with direct access to exits be occupied by 'able-bodied' passengers. The EASA TAG Expert group on Cabin Safety⁴ discussed various scenarios associated with seating by emergency exits and developed a new *GM2 CAT.OP.MPA.165 Passenger seating – EMERGENCY EXIT SEATING* to provide some guidance to operators when considering the appropriate measures. Such seating should be allocated on both sides of the cabin, the left-hand side and the right-hand side. The number of passengers per exit should take into account the complexity of the exit operation, as well as the power assist failure, and the distance from the nearest cabin crew station. Apart from passengers, the operator may also decide to utilise experienced operating cabin crew members who are additional to the minimum required number of cabin crew complement, or positioning crew members if available on the flight. The operator should address in its procedures when to allocate seats by exits, prior to boarding or after boarding, taking into account the cabin crew duties on ground prior to the push-back of the aircraft.

If the operator decides to utilise an operating cabin crew member conducting his/her familiarisation flight, the crew member's previous experience should be taken into account. If that cabin crew member is a 'newcomer', i.e. has no previous cabin crew operational experience, the operator should consider whether sitting him/her alone by exits at a significant distance

² Decision 2014/015/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-CAT of Regulation (EU) No 965/2012 and repealing Decision 2012/018/R of the Executive Director of the Agency of 24 October 2012 — 'AMC and GM to Part-CAT — Issue 2'

³ Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1).

⁴ EASA Advisory Body TAG group consisting of cabin safety experts of the European Member States.



from the nearest cabin crew station is in the interest of the flight and if it is beneficial for his/her learning experience in the spirit of the 'familiarisation'.

3. Amendment of AMC1 CAT.OP.MPA.170 Passenger briefing

The update of AMC1 CAT.OP.MPA.170 is based on two factors.

The first factor stems from three independent occurrences, two incidents and one accident which urged the investigative bodies to address four Safety Recommendations (SRs) to the Agency:

- a. Incident RL 2011:10e resulted in the following safety recommendation by the Swedish Accident Investigation Board (SHK), reference SWED 2011-011: 'The European Aviation Safety Agency is recommended to consider the need for expanded information and checking of understanding emergency evacuation procedures of passengers who are expected to act in emergency evacuation of aircraft.'
- b. Incident EW/C2002/4/1 resulted in the following safety recommendation by the UK Air Accidents Investigation Branch (AAIB), reference UNKG-2002-043: 'The CAA and JAA should review the requirements for passenger safety cards to ensure that, for aircraft with overwing exits, the safety card is required to clearly depict the emergency escape route(s) from the cabin via the wing, to the ground.'
- c. Accident EW/C2012/04/05 resulted in the following two safety recommendations by the AAIB:
 - i. UNKG-2014-005: 'It is recommended that the European Aviation Safety Agency amend AMC1 CAT.OP.MPA.170, 'Passenger briefing', to ensure briefings emphasise the importance of leaving hand baggage behind in an evacuation.'
 - ii. UNKG-2014-006: 'It is recommended that the European Aviation Safety Agency develops recommendations on the content of visual aids such as safety briefing cards or safety videos to include information on how passengers, including those with young children, should use the escape devices.'

The second factor for the amendment of AMC1 CAT.OP.MPA.170 is the alignment with ICAO Annex 6 and with ICAO Doc 10002.

Location of emergency exits

ICAO Annex 6 states: 'an operator shall ensure that passengers are made familiar with the location of emergency exits'. In view of the alignment with ICAO, the point on 'location of emergency exits' has been moved from AMC1 CAT.OP.MPA.170(a)(1)(iii) which requires that 'passengers should *be briefed on..*' and it was included in (a)(2)(ii) which requires that 'passengers should *receive a demonstration of...*'. This amendment does not impact air operators, as the location of emergency exits is shown in the pre-flight safety demonstration performed by cabin crew members and it is also included in a safety video if the operator opts for an audiovisual presentation.



4. Newly developed GM1 CAT.OP.MPA.170 Passenger briefing — EMERGENCY EXIT BRIEFING

The newly developed *GM1 CAT.OP.MPA.170 Passenger briefing — EMERGENCY EXIT BRIEFING* addresses SR SWED 2011-011. This GM1 recommends the basic instructions passenger(s) should receive through an 'exit briefing'. It also addresses the communication language between the crew member and the passenger(s) and an acknowledgment of understanding the instructions. This GM1 recommends that this type of briefing should also be provided in cases where one cabin crew member controls a pair of exits, e.g. reduction of cabin crew below the minimum required in unforeseen circumstances, on narrow-body aircraft, etc.

5. Newly developed GM2 CAT.OP.MPA.170 Passenger briefing — SAFETY BRIEFING MATERIAL

The newly developed *GM2 CAT.OP.MPA.170 Passenger briefing — SAFETY BRIEFING MATERIAL* contains guidance for operators and for national aviation authorities on safety briefing cards and on safety videos; it is summarised below under '6. Amendments resulting from Safety Recommendations'.

6. Amendments resulting from Safety RecommendationsUNKG-2014-006

This amendment addressed the development of the 'content of visual aids such as safety briefing cards or safety videos'. In the absence of certification or operational requirements in this aspect, the newly developed *GM2 CAT.OP.MPA.170 Passenger briefing — SAFETY BRIEFING MATERIAL* addresses both the safety briefing card and the safety video and provides guidance on the minimum content, as applicable to the aircraft and to the type of operation. The second part of the safety recommendation — to include information on how passengers, including those with young children, should use the escape devices — is reflected in (d)(7)(iv) of this GM2. SIB 2013-06⁵, published by the Agency in May 2013, provides information on the evacuation with young aircraft occupants.

UNKG-2014-005

This modification addresses the recommendation that passengers should be briefed on the importance of leaving hand luggage behind in case of evacuation. AMC1 CAT.OP.MPA.170 introduces this modification in (a)(1)(iv) and (c)(1)(iv). Experience shows that some operators also include this information in public announcements during cabin preparation for arrival; this good practice has therefore been reflected in (c)(1)(iv) as well.

This aspect has also been included in the newly developed *GM2 CAT.OP.MPA.170 Passenger briefing — SAFETY BRIEFING MATERIAL* in (d)(5)(vi).

UNKG-2002-043

This amendment addressed the need for a clear depiction of emergency escape routes from the cabin via the wing to the ground for aircraft with overwing exits. The amendment has been included in (d)(6)(iii) of the newly developed *GM2 CAT.OP.MPA.170 Passenger briefing — SAFETY BRIEFING MATERIAL*.

⁵ <http://ad.easa.europa.eu/ad/2013-06>



SWED-2011-011

This amendment addressed the recommendation for expanded information and checking of understanding of the emergency evacuation procedures of passengers who are expected to act in emergency evacuation of aircraft and resulted in the development of new *GM1 CAT.OP.MPA.170 Passenger briefing – EMERGENCY EXIT BRIEFING*, as described in point 4. above.

Conclusion

The proposed amendments resulting from the SRs will require an amendment of the operator's safety briefing cards and safety videos, if audiovisual presentation is the method the operator opts for a safety briefing. It will also require amendments of the operator's in-flight public announcements.

7. Passenger awareness on lithium batteries

The Agency initiated a project on lithium batteries to raise the travelling public's and operators' awareness of the risks associated with the carriage of lithium batteries in the cabin and as cargo, respectively. As part of this project, the need to include a message for passengers during the safety briefing was identified. This message is intended to prevent (further) incidents with devices containing lithium batteries carried by passengers by making passengers aware of the associated risks, and inform them of their obligation to inform cabin crew of any abnormal circumstance. The task force dealing with the project has proposed an inclusion of specific information in passenger safety briefing, also taking into account actual incidents related to lithium batteries carried by passengers in the aircraft cabin. The information is included in the newly developed *GM2 CAT.OP.MPA.170 Passenger briefing – SAFETY BRIEFING MATERIAL* in (d)(9).

8. Editorial amendmentsAlignment with ICAO

As described above, editorial amendments have been made to address the SRs and to also align the existing provisions with ICAO.

The alignment with ICAO involves editorial changes to the existing provisions, e.g. in *AMC1 CAT.OP.MPA.170(a)(1)(ii)*, the text 'back of the seat to be in the upright position and tray table stowed' has been amended and now reads 'any cabin secured aspects, e.g. required position of seatbacks, tray tables, footrests, window blinds, etc.' — as applicable to the installed features. The alignment also involves an inclusion of new elements, e.g. 'compliance with illuminated ordinance signs, posted placards and crew members instructions' in (a)(1)(vii), or 'caution when opening overhead compartments' in (b)(1)(iii) and (d)(1)(iii). Federal Aviation Administration (FAA) in its Advisory Circular (AC) 121-24C recommends the latter to be communicated to passengers after landing. Experience shows that it has been a good practice of many operators to include this information in their after-take-off public announcements as well; it has therefore been proposed in (d)(1)(iii).



Editorial correction in CAT.OP.MPA.170(b)

An editorial update is also proposed in CAT.OP.MPA.170(b). The current wording of the IR reads: '(b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.' The IR text as such has been transposed from Regulation (EC) No 859/2008, commonly referred to as EU-OPS⁶, which only referred to 'emergency equipment'; however, ED Decision 2014/017/R⁷ differentiates between 'safety equipment' and 'emergency equipment'.

GM1 ORO.CC.115 defines safety equipment as 'equipment installed/carried to be used during day-to-day normal operations for the safe conduct of the flight and protection of occupants (e.g. seat belts, child restraint devices, safety card, safety demonstration kit)'. Emergency equipment is defined as 'equipment installed/carried to be used in case of abnormal and emergency situations that demand immediate action for the safe conduct of the flight and protection of occupants, including life preservation (e.g. drop-out oxygen, crash axe, fire extinguisher, protective breathing equipment, manual release tool, slide-raft)'.

Practice shows that operators' safety briefing cards have always displayed both safety and emergency equipment. As the current text of the IR excludes information on safety equipment such as seat belts or child restraint systems from safety briefing cards, this sub-NPA proposes an editorial correction to include 'safety equipment' in CAT.OP.MPA.170.

This amendment only involves an editorial omission. It has no effect on any of the elements discussed in Chapter 4 (RIA). No further analysis has been conducted.

9. Definition of 'emergency exit'

A new definition has been proposed. It concerns the egress points from the aircraft which the Air OPS Regulation and the related ED Decisions refer to with inconsistency. The inclusion of a new definition has no effect on the elements discussed in Chapter 4 (RIA); therefore, no further analysis has been conducted.

2.1. Overview of the issues to be addressed

For a more detailed analysis of the issues addressed by this proposal, please refer to the the Explanatory Note, point 2, and to the RIA section 4.1. 'Issues to be addressed'.

- Non-existence of EU regulatory requirements on seats adjacent to emergency exits to be occupied by passengers during taxiing, take-off and landing which may result in seats providing direct access to emergency exits to be left unoccupied or unmanned for these phases of flight.
- Non-existence of EU regulatory requirements on additional briefing provided to passengers seated by (especially) emergency exits not staffed by cabin crew members. Not providing such briefing may result in an uncommanded opening of the exit by the passenger when it is not required, or opening an exit (by the passenger) which should, due to the given situation, remain closed.

⁶ Commission Regulation (EC) No 859/2008 of 20 August 2008 amending Council Regulation (EEC) No 3922/91 as regards common technical requirements and administrative procedures applicable to commercial transportation by aeroplane (OJ L 254, 20.9.2008, p. 1).

⁷ <http://easa.europa.eu/document-library/agency-decisions/ed-decision-2014017r>



- Non-existence of EU regulatory requirements on safety briefing material; the lack of guidance results in various levels of received/available information to passengers.
- Non-existence of a definition of ‘emergency exit’ in the Air OPS Regulation; in the absence of such definition, ‘exits’ are referred to in the Air OPS Regulation with inconsistency.
- SRs resulting from three independent occurrences addressed to the Agency.
- Editorial correction of CAT.OP.MPA.170(b) to ensure consistency in the Air OPS Regulation.
- Alignment with ICAO Annex 6 and ICAO Doc 10002.

2.2. Objectives

The overall objectives of the EASA system are defined in Article 2 of the Basic Regulation. This proposal will contribute to the achievement of the overall objectives by addressing the issues outlined in Chapter 2 of this sub-NPA.

The specific objective is to require that seats adjacent to emergency exits — providing direct access to these exits — are occupied by passengers during taxiing, take-off and landing. Furthermore, that passengers seated by emergency exits not staffed by cabin crew members have been briefed on the use of the exit in case of an emergency in order to act promptly and efficiently.

The second objective of this proposal is to address the non-existence of certification or operational requirements related to safety briefing material by developing guidance material for operators and national aviation authorities, thus providing a level playing field.

The third objective of this proposal is to ensure consistency in the EU regulatory requirements by making editorial amendments/corrections, and to ensure harmonisation by aligning the current provisions of AMC1 CAT.OP.MPA.170 on passenger briefing with ICAO Annex 6 and ICAO Doc 10002.

2.3. Summary of the Regulatory Impact Assessment (RIA)

The EU certification regulatory framework does not require a cabin crew seat adjacent to every emergency exit in the aircraft, thus there are some emergency exits that will likely be operated by passengers if an emergency situation dictates so. Furthermore, EU regulatory requirements do not require seats adjacent to (any) emergency exit to be occupied by passengers during taxiing, take-off and landing. It may happen that exit areas remain empty and unmanned by cabin crew or passengers which can delay an evacuation process if the emergency requires so. This situation has been identified as an inadequate level of safety.

CAT.OP.MPA.170 requires an operator to ensure that passengers are provided with a briefing about safety matters. The Air OPS Regulation, however, does not require an additional briefing for passengers allocated seats adjacent to emergency exits, especially when seated by exits not staffed by cabin crew members. Not providing briefing to passengers seated by emergency exits not staffed by cabin crew members on how to use the exit in an emergency represents a further risk: an uncommanded opening of the exit by the passenger when it is not required, or opening an exit (by the passenger) which should, due to the given situation, remain closed.

Currently, there are no certification or operational provisions on the safety briefing material and its content. The lack of guidance results in various levels of received/available information to passengers.



The European Commission pointed at the need to address the non-existence of an EU requirement on occupancy of seats with direct access to exits, which led to including this rulemaking task in the Rulemaking Programme. The Agency reacted to the actual incidents resulting from the increasing number of lithium batteries brought on board by passengers and established a task force to raise the travelling public's awareness of the associated risks of in-flight fires. This NPA proposes to include the information in passenger safety briefing.

In addition, two incidents and one accident resulted in four SRs, described in the Explanatory Note above, addressed to the Agency. The investigators highlighted that the EU regulatory framework does not address sufficiently, or in fact at all, some aspects related to safety of aircraft occupants, such as the respective exit briefing, provisions on safety briefing material including their content or information to passengers on e.g. emphasising the importance of leaving hand luggage behind in case of evacuation.

2.4. Overview of the proposed amendments

This sub-NPA proposes the following:

- Amendments to *AMC1 CAT.OP.MPA.165 Passenger seating* to address the non-existence of a specific regulatory reference requiring the seat rows with direct access to emergency exits to be occupied during taxiing, take-off and landing by passengers. This sub-NPA also contains a new GM providing some guidance to operators with regard to seats occupancy by exits by passengers, or by crew members if the operator opts to utilise operating crew members additional to the minimum required cabin crew complement or positioning crew.
- Amendments to *AMC1 CAT.OP.MPA.170 Passenger briefing* to address the additional briefing to passengers seated by exits not staffed by cabin crew members in order to act promptly and efficiently.
- A new GM on the emergency exit briefing.
- A new GM on the content of safety briefing material to address the non-existence of provisions on safety briefing material and to provide a level playing field. The GM also includes a recommendation on providing information to passengers with regard to lithium batteries they bring on board and the associated risks of in-flight fires.
- A new definition of 'emergency exit'.
- Editorial amendments/corrections to ensure consistency in the EU regulatory requirements and to align the current provisions of AMC1 CAT.OP.MPA.170 on passenger briefing with ICAO Annex 6 and ICAO Doc 10002.

The proposed amendments are based on the request by the European Commission and the EASA reaction to the increasing number of lithium batteries brought on board by passengers and the associated risks of in-flight fires. The proposed amendments further stem from four SRs addressed to the Agency and represent an alignment with ICAO Annex 6 and ICAO Doc 10002.



3. Proposed amendments

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is marked with ~~strike through~~;
- (b) new or amended text is highlighted in grey;
- (c) an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

3.1. Draft Regulation (Draft EASA Opinion)

- *An editorial amendment is proposed to CAT.OP.MPA.170 to correct the IR, as the current rule excludes information on safety equipment, such as seat belts or child restraint systems, from the safety briefing card.*

CAT.OP.MPA.170 Passenger briefing

The operator shall ensure that passengers are:

- (a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and
- (b) provided with a safety briefing card on which picture-type instructions indicate the operation of safety and emergency equipment and exits likely to be used by passengers.

- *A new definition is proposed in Regulation (EC) No 965/2012, Annex I Definitions:*

ANNEX I

Definitions for terms used in Annexes II–VIII

For the purpose of this Regulation, the following definitions shall apply:

...

46. 'Emergency exit' means an installed exit-type egress point from the aircraft and includes floor level door, window exit or any other type of exit, e.g. hatch in the flight crew compartment, tail cone exit, etc. to allow maximum opportunity for cabin evacuation within an appropriate time period.

3.2. Draft AMC and GM (Draft EASA Decision)

- *The amendment to AMC1 CAT.OP.MPA.165 addresses passenger seating during taxiing, take-off and landing in seat rows with direct access to emergency exits.*

AMC1 CAT.OP.MPA.165 Passenger seating

PROCEDURES EMERGENCY EXIT SEATING

The operator should make provision so that:

- (a) seat rows with direct access to emergency exits are occupied during taxiing, take-off and landing by those passengers who are allocated seats that permit direct access to emergency exits appear to be reasonably fit, strong and able to assist the rapid evacuation of the aircraft in an emergency after an appropriate briefing by the crew;



- (b) in all cases, passengers who, because of their condition, might hinder other passengers during an evacuation or who might impede the crew in carrying out their duties, should not be allocated seats that permit direct access to emergency exits. If procedures cannot be reasonably implemented at the time of passenger 'check-in', the operator should establish an alternative procedure which ensures that the correct seat allocations will, in due course, be made.
- ***A newly developed GM2 CAT.OP.MPA.165 to explain the measures the operator should consider when allocating seats in rows with direct access to emergency exits.***

GM2 CAT.OP.MPA.165 Passenger seating

EMERGENCY EXIT SEATING

When allocating passengers to seat rows with direct access to emergency exits, the operator should take appropriate measures. These include but are not limited to the following:

- (a) such seating should be allocated on both sides of the cabin, i.e. left-hand side and right-hand side;
- (b) the seat should be immediately adjacent to the exit;
- (c) the number of passengers per exit should take into account to the complexity of the exit operation and the distance from the nearest cabin crew station;
- (d) the operator should utilise experienced operating cabin crew members who are additional to the minimum required cabin crew complement or positioning crew members if available on board;
- (e) where possible, the operator should consider suitable allocation of seats by exits prior to boarding to allow cabin crew members to concentrate on their duties, e.g. briefing of SCPs, assistance with child restraint systems, exit briefing, etc.
- ***The amendments to AMC1 CAT.OP.MPA.170 address the SRs directed to the Agency and to ensure alignment with ICAO Annex 6 and ICAO Doc 10002.***

AMC1 CAT.OP.MPA.170 Passenger briefing

PASSENGER BRIEFING

Passenger briefings should contain the following:

- (a) Before take-off
- (1) Passengers should be briefed on the following items, if applicable:
- (i) smoking regulations;
- (ii) ~~back of the seat to be in the upright position and tray table stowed~~ any cabin secured aspects, e.g. required position of seatbacks, tray tables, footrests, window blinds, etc. as applicable;
- ~~(iii)~~ location of emergency exits;
- ~~(iii)~~ ~~iv~~ location and use of emergency lighting (floor proximity escape path markings, exit signs);
- ~~(iv)~~ ~~v~~ correct stowage of hand baggage and the importance of leaving hand baggage behind in case of evacuation;



- (v) ~~vi~~) the use and stowage of portable electronic devices; ~~and~~
 - (vi) ~~vii~~) the location and presentation ~~the contents~~ of the safety briefing card, the importance of its contents and the need for passengers to review it prior to take-off; and
 - (vii) compliance with illuminated ordinance signs, posted placards and crew members instructions;
- (2) passengers should receive a demonstration of the following:
- (i) the use of safety belts or restraint systems, including how to fasten and unfasten the safety belts or restraint systems;
 - (ii) the location of emergency exits;
 - (~~ii~~ iii) the location and use of oxygen equipment, if required. Passengers should also be briefed to extinguish all smoking materials when oxygen is being used; and
 - (~~iii~~ iv) the location and use of life-jackets and individual flotation devices, if required.
- (3) passengers with direct access to emergency exits not staffed by cabin crew members should receive an additional briefing on the operation and use of the exit.
- (b) After take-off
- (1) passengers should be reminded of the following, if applicable:
- (i) smoking regulations; ~~and~~
 - (ii) use of safety belts or restraint systems including the safety benefits of having safety belts fastened when seated irrespective of seat belt sign illumination; and
 - (iii) caution when opening overhead compartments.
- (c) Before landing
- (1) passengers should be reminded of the following, if applicable:
- (i) smoking regulations;
 - (ii) use of safety belts or restraint systems;
 - (iii) ~~back of the seat to be in the upright position and tray table stowed~~ any cabin secured aspects, e.g. required position of seatbacks, tray tables, footrests, window blinds, etc. as applicable;
 - (iv) ~~re~~ correct stowage of hand baggage and the importance of leaving hand baggage behind in case of evacuation; ~~and~~
 - (v) the use and stowage of portable electronic devices; and
 - (vi) location of the safety briefing card, the importance of its contents and its review.
- (d) After landing
- (1) passengers should be reminded of the following:
- (i) smoking regulations; ~~and~~



- (ii) use of safety belts and/or restraint systems;
 - (iii) the use and stowage of portable electronic devices; and
 - (iv) caution when opening overhead compartments.
- (e) Emergency during flight:
- (1) passengers should be instructed as appropriate to the circumstances.
- ***The newly developed GM1 CAT.OP.MPA.170 addresses SR SWED 2011-011.***

GM1 CAT.OP.MPA.170 Passenger briefing
EMERGENCY EXIT BRIEFING

Emergency exit briefing should contain instructions on the operation of the exit, assessment of surrounding conditions for the safe use of the exit and recognition of emergency commands given by the crew. Passenger(s) should be reminded to review the safety briefing card. Passenger(s) should communicate with the crew in the same language to ensure mutual understanding and should verbally acknowledge understanding of the instructions. Emergency exit briefing should also be provided in cases where one cabin crew member controls a pair of exits.

- ***The newly developed GM2 CAT.OP.MPA.170 addresses the SRs directed to the Agency as described in the Explanatory Note to this sub-NPA.***

GM2 CAT.OP.MPA.170 Passenger briefing
SAFETY BRIEFING MATERIAL

- (a) Safety briefing material may include but is not limited to an audiovisual presentation, such as a safety video and a safety briefing card. Information in the safety briefing material should be relevant to the aircraft type and to the installed equipment and should be consistent with the operator's procedures. Information in the safety briefing material should be presented in a clear and unambiguous manner and in a form easily understandable to passengers.
- (b) The safety briefing card should be designed in a size easily visible to the passenger. The safety briefing card should be stowed in a location from where it is easily reachable to the seated passenger and from where it cannot easily fall out. Information should be presented in a pictographic form and should be easily understandable. Use of written information should be in the language as deemed appropriate by the operator and should be kept to the necessary minimum. The safety briefing card should only contain information relevant to safety. The operator may consider carrying safety briefing cards in braille if required. The operator conducting an operation with no cabin crew should consider including expanded information, such as location and use of fire extinguisher, oxygen system if different from the drop-down system, etc.
- (c) The safety video should be structured in a pace that allows a continuous ability to follow the presented information. The operator may consider including sign language or subtitles to simultaneously complement the soundtrack. The subtitles should be of the same language as the soundtrack and should be adjusted to the pace of the picture for passengers ability to read and watch at the same time. The use of subtitles in a language different from that of the soundtrack



should be avoided due to a distraction of two different languages whilst reading and watching the safety information at the same time.

(d) Safety briefing material should contain at least the following information as applicable:

- (1) hand baggage:
 - (i) correct versus unsuitable stowage locations;
- (2) safety belts and other restraint systems:
 - (i) when and how to use safety belts and other restraint systems;
 - (ii) restraint of infants and children;
- (3) drop-down oxygen system:
 - (i) location;
 - (ii) activation;
 - (iii) indication of active oxygen supply;
 - (iv) correct and timely donning of oxygen mask;
 - (v) assisting others;
- (4) life preservers:
 - (i) stowage locations (including if different in various cabin sections);
 - (ii) use for adult, child and infant;
 - (iii) features, e.g. straps, toggles, tubes, signalling light, whistle;
 - (iv) when and where to inflate a life jacket;
 - (v) individual flotation devices (e.g. for infants, etc.);
- (5) emergency exits:
 - (i) number and location;
 - (ii) method of operation, including alternative operation in case of ditching;
 - (iii) surrounding conditions prior to opening (e.g. fire, smoke, water level, etc.);
 - (iv) unusable exit;
 - (v) alternative egress routes in case of unusable exit(s);
 - (vi) leaving hand baggage behind;
 - (vii) method of egress through exit including with infants and children;
 - (viii) awareness of exit height;
 - (ix) awareness of propellers;
- (6) escape routes: depiction of routes:
 - (i) to the exits inside the aircraft;



- (ii) movement on a double-deck aircraft;
 - (iii) via the wing to the ground;
 - (iv) on the ground away from the aircraft;
- (7) assisting evacuation means:
- (i) location of available equipment (e.g. life raft, installed slide/raft, etc.);
 - (ii) awareness of the equipment's design;
 - (iii) operation of the available equipment (activation, detachment, etc.);
 - (iv) method of boarding the device including with infants and children;
 - (v) use of shoes;
 - (vi) method of evacuation through exits with no assisting evacuation means;
- (8) brace position:
- (i) appropriate method to the applicable facing direction;
 - (ii) alternative brace positions for e.g. expectant mothers, passengers with lap-held infants, tall or large individuals, children, etc.;
- (9) portable electronic devices, including spare batteries:
- (i) allowed versus forbidden devices;
 - (ii) use in various flight phases including during safety briefing;
 - (iii) stowage;
 - (iv) danger of fire in case the device is damaged;
 - (v) the need to call for immediate assistance in case a device is damaged, hot, produces smoke, is lost, or falls into the seat structure including the associated risk of manipulating the seat;
 - (vi) the need to monitor devices during charging.
- (10) cabin secured aspects:
- (i) required position of seatbacks, headrests, traytables, footrests, window blinds, in-seat video screens and their control gadgets, etc.;
 - (ii) caution when opening overhead compartments;
- (11) smoking restrictions including smoking in lavatory;
- (12) floor proximity escape path marking:
- (i) location;
 - (ii) purpose in case of darkness or smoke;
- (13) checklist of actions in case of an emergency (e.g. remove sharp objects, fasten seat belt, open window blind, etc.);
- (14) any other safety aspects.



4. Regulatory Impact Assessment (RIA)

4.1. Issues to be addressed

This sub-NPA proposes amendments to ED Decision 2014/015/R⁸, specifically to *AMC1 CAT.OP.MPA.165 Passenger seating* and to *AMC1 CAT.OP.MPA.170 Passenger briefing* and contains newly developed GM on emergency exit seating, safety briefing material and on exit briefing. The amendments are based on the request by the European Commission, on the Agency's reaction to the increasing number of lithium batteries brought on board by passengers and the resulting incidents, on four safety recommendations addressed to the Agency and represent alignment with ICAO Annex 6 and with ICAO Doc 10002. For more details, refer to Chapter 2 — the Explanatory Note to this sub-NPA.

4.1.1. Safety risk assessment

The EU certification regulatory framework does not require a cabin crew seat adjacent to every emergency exit in the aircraft, thus there are some emergency exits that will likely be operated by passengers if an emergency situation dictates so. Furthermore, EU regulatory requirements do not require seats adjacent to (any) emergency exit to be occupied by passengers during taxiing, take-off and landing. It may happen that exit areas remain empty and unmanned by cabin crew or passengers which can delay an evacuation process. This situation has been identified as an inadequate level of safety.

Certification specification for large aeroplanes CS 25.785(h)(1) requires that '...a cabin crew member seat must be located adjacent to each Type A or B emergency exit. Other cabin crew member seats must be evenly distributed among the required floor level emergency exits to the extent feasible'.

Type III and Type IV exits, commonly referred to as 'self-help exits', are usually installed above the wings. CS 25.813(c)(5) requires that each Type III and Type IV exit has a placard displaying the correct use and method of opening, CS-25 does not require a cabin crew seat to be located adjacent to these emergency exits.

The operational requirement CAT.OP.MPA.165 requires an operator to establish procedures to ensure that passengers are seated where they are able to assist and not hinder evacuation of the aircraft. AMC1 CAT.OP.MPA.165 and AMC2 CAT.OP.MPA.165 further specify who should and who should not be seated by emergency exits.

CAT.OP.MPA.170 requires an operator to ensure that passengers are provided with a briefing about safety matters. The Air OPS Regulation, however, does not require an additional briefing for passengers allocated seats adjacent to emergency exits, especially when seated by exits not staffed by cabin crew members. Some air operators, in addition to the pre-flight safety briefing to all passengers, also include a personal briefing for passengers seated by overwing exits (if these are 'self-help' exits and they are not staffed by cabin crew members) on the use of the exits in case of an emergency. Some air operators do not provide additional safety briefing to passengers by overwing exits; instead,

⁸ Decision 2014/015/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-CAT of Regulation (EU) No 965/2012 and repealing Decision 2012/018/R of the Executive Director of the Agency of 24 October 2012 — 'AMC and GM to Part-CAT — Issue 2'



they block one passenger seat in the row adjacent to overwing exits, place a placard on the seat reading 'for crew use only' and require a cabin crew member to occupy that seat during taxiing, take-off and landing. Some air operators have a cabin crew seat installed by the overwing exits in their customised aircraft configurations and require a cabin crew member to occupy the seat during taxiing, take-off and landing. The latter three can be considered as rare practices.

The European Commission pointed at the need to address the non-existence of an EU requirement on occupancy of seats with direct access to exits. The Agency reacted to the actual incidents resulting from the increasing number of lithium batteries brought on board by passengers and established a task force to raise the travelling public's awareness of the associated risks of in-flight fires. In addition, three independent occurrences, two incidents and one accident, resulted in four SRs addressed to the Agency. The investigators highlighted that the EU regulatory framework does not address sufficiently, or in fact at all, some aspects related to safety of aircraft occupants, such as the respective exit briefing, provisions on safety briefing material including their content or information to passengers on e.g. emphasising the importance of leaving hand luggage behind in case of evacuation.

4.1.2. Who is affected?

Operators, cabin crew, national aviation authorities and passengers.

4.1.3. How could the issue/problem evolve?

Several occurrences pointed at the absence of EU regulatory requirements or references related to safety briefing material; therefore, an action is fully justified. For instance, the collection of own luggage by passengers prior to egress from the aircraft and carrying the luggage off the aircraft during an evacuation seems to be on the rise. It was identified during the evacuation of Fokker 100 in Manchester in 2002 (Ref. EW/C2002/4/1), in the accident in Toronto in 2005, in the accident at London Gatwick in 2012 (Ref. EW/C2012/04/05) and could have been clearly observed in the live images of the evacuation in San Francisco in July 2013 and in the evacuation in Las Vegas in September 2015. This incorrect practice by passengers not only slows down their own egress from the aircraft, but it also slows down the egress of the other aircraft occupants with an increased risk of secondary effects of the crashed aircraft (such as explosion, fire, etc.). It increases the risk of damaging the escape slide and causing injuries to other passengers before, during or after sliding down the escape slide. Cabin crew members have no time and no means to collect passengers' hand luggage prior to their egress from the aircraft. Clear escape routes and fast egress are vital.

The fact that seat rows with direct access to emergency exits remain empty and the emergency exits are unmanned during taxiing, take-off and landing poses a risk to aircraft occupants. Although the risk for exits staffed by cabin crew members is lower, it still exists. Such a situation may occur following an emergency landing or a crash categorised as *unprepared*, i.e. it is unexpected, therefore cabin preparations for an emergency landing have not been made as the normal flight proceedings did not require such a crew action. When the aircraft comes to a complete stop following an emergency landing or a crash, just like passengers, cabin crew member(s) may be dead or severely injured or otherwise incapacitated which prevents them from carrying on with their duties, i.e. instantly assessing the situation and acting accordingly to evacuate the wreckage to save lives. If alive, the passenger(s) seated by the exit may play a vital role by opening the exit for evacuation if the allocated cabin crew member cannot act for the reasons explained above. No able-bodied person seated adjacent to an emergency exit slows down the action factor — both in cases where the exit was not staffed by cabin



crew and in cases where the exit was staffed by a cabin crew member who cannot carry on with his/her duties for the reasons explained above. The concerns arising are over the time and route to reach the exit, as well as the correct assessment of inside/outside conditions in order to take a prompt action according to the given situation. The presence of an able-bodied person who has direct access to the exit, is alive, and has also been briefed, may be vital.

Not providing briefing to passengers seated by emergency exits not staffed by cabin crew members on how to use the exit in an emergency represents a further risk: an uncommanded opening of the exit by the passenger when it is not required, or opening an exit (by the passenger) which should, due to the given situation, remain closed. The search of the ICAO Accident/Incident Data Reporting System (ADREP) database and the recent occurrences confirmed uncommanded openings of exits by passengers. In the absence of instructions by the crew, the psychological factor plays its role, as the passenger acts with his/her instinct of self-preservation and does not realise the consequences which may be life threatening to the aircraft occupants including him/herself. Crew members may not be able to stop the passenger's action, as they are too far away from the exit area in question.

Information such as reminding passengers to exercise caution when opening overhead compartments after take-off or after landing represents a proactive prevention of unnecessary injuries, as passengers are not aware or do not keep in mind that items in the overhead compartments might have moved, thus may fall out and cause injuries to themselves or to the fellow passengers.

No EU provisions on safety briefing material, therefore a lack of guidance, result in different levels of received/available information, including different methods of providing information, e.g. combining in a safety video a soundtrack and subtitles of two different languages, etc.

The number of lithium batteries passengers bring on board, whether as a part of a certain portable electronic device or as a spare battery, is on the rise. On average, each passenger travels with four to five items containing lithium batteries being unaware of the potential danger. Passengers need to be aware that in case their device is damaged, hot, produces smoke, is lost, or falls into the seat structure, an immediate assistance by a cabin crew member is required to prevent the risk of fire. Passengers should also be informed that devices need to be monitored if being charged, and in case a device falls into the seat structure, there is an associated risk of fire if the seat is being inadvertently or intentionally adjusted in order to reach the lost item. This sub-NPA also proposes an editorial correction to CAT.OP.MPA.165 and a new definition to be included in Annex I (Definitions) to the Air OPS Regulation. These amendments have not been analysed in the RIA as they have no impacts on the elements discussed below.

4.2. Objectives

The first objective is to require that seats adjacent to emergency exits — providing direct access to these exits — are occupied by passengers during taxiing, take-off and landing. When establishing the appropriate measures on exit seating, the operator may also utilise experienced operating cabin crew members if there are any additional to the minimum required cabin crew complement, or positioning cabin crew members if available on board. Furthermore, that passengers seated by exits not staffed by cabin crew members have been briefed on the use of the exit in case of an emergency in order to act promptly and efficiently.



The second objective is to address the non-existence of certification or operational requirements related to safety briefing material by developing guidance material for operators and national aviation authorities, thus providing a level playing field.

The third objective is to ensure consistency in the EU regulatory requirements by making editorial amendments/corrections and to ensure harmonisation by aligning the current provisions of AMC1 CAT.OP.MPA.170 on passenger briefing with ICAO Annex 6 and ICAO Doc 10002.

4.3. Policy options

The following options have been identified:

Table 1: Selected policy options

Option No	Short title	Description
0		No rulemaking. Baseline option (no change in rules; risks remain as outlined in the issue analysis).
1		The Agency issues a Safety Information Bulletin (SIB) on passenger seating and briefing in response to the proactive policy initiative on aviation safety by the European Commission and the SRs. Additionally, the SIB addresses the alignment with ICAO Annex 6 and ICAO Doc 10002. Editorial inconsistencies in the EU regulatory requirements on the discussed subject may be considered in another future rulemaking activity.
2		The Agency amends the AMC/GM related to passenger seating and briefing in response to the proactive policy initiative on aviation safety by the European Commission and the SRs. Said amendments also ensure alignment with ICAO Annex 6 and ICAO Doc 10002. In addition, editorial amendments are made to the Air OPS Regulation to ensure consistency in the EU regulatory requirements on the discussed subject.

4.4. Analysis of impacts

4.4.1. Safety impact

Option 0

The Agency does not follow the instruction of the European Commission and the safety risk of open interpretation of the regulatory requirement on passenger seating continues to exist. Member States may take their own actions at national level as they deem appropriate.

The Agency does not act on the received SRs and the absence of regulatory references, identified by the investigative authorities, continues.

The Agency does not recognise the updated ICAO provisions.



This option does not aim at increasing safety and at harmonising on EU level and with ICAO and does not provide a level playing field. Inadequate level of safety continues to exist and may eventually result in serious consequences.



Option 1

This option does not ensure the level of safety intended by the proactive policy initiative on aviation safety by the European Commission, by the SRs stemming from actual incidents and intended by ICAO. It further enables the inconsistencies in the EU regulatory requirements as described in the Explanatory Note to this sub-NPA to continue to exist.

An SIB has a status of recommendations for operators and for national aviation authorities who act on the SIB as they deem appropriate. The stakeholders will have the necessary information, however they may or may not take it into account. The intended safety is in question, so is harmonisation due to various approaches by stakeholders.

Option 2

This option ensures action by the Agency and by the stakeholders on:

- the proactive policy initiative on aviation safety by the European Commission;
- the SRs addressed to the Agency on the subject; and
- harmonisation with ICAO.

Furthermore, the inconsistencies in the regulatory requirements are corrected and amended.

The Agency will publish the necessary information as in Option 1, but unlike in Option 1, AMC and GM have a different status from an SIB and the stakeholders are obliged to act.

This option ensures that the safety of aircraft occupants is not jeopardised. The seats by emergency exits will always be occupied by passengers during taxiing, take-off and landing. Moreover, passengers seated by emergency exits not staffed by cabin crew members will receive a briefing on the operation and use of the exit should such situation arise.

This option also ensures that guidance on safety briefing material is available to EU operators and national aviation authorities, thus a level playing field is provided. The safety briefing material encompasses the SRs the Agency received following actual occurrences.

4.4.2. Environmental impact

Not applicable.

4.4.3. Social impact

Not applicable.

4.4.4. Economic impact

Some economic impact for operators has been identified in relation to updating the safety briefing material. Specifically, issuance of new reviewed safety briefing cards and an update of safety videos (if the operator opts for this method of a pre-flight briefing).

No economic impact has been identified in terms of updating the operator's in-flight public announcements to include additional information to passengers; some operators already apply the proposed amendments.



No economic impact has been identified in terms of providing an additional briefing to passengers seated by (especially) unstaffed emergency exits. Some operators already apply this briefing as part of their standard operating procedures.

No economic impact has been identified in terms of utilising positioning crew members for exit seating or utilising experienced operating cabin crew members if there are any cabin crew additional to the minimum required cabin crew complement on the flight.

No economic impact has been identified for the national aviation authority as it continues to review and approve the operator's operations manual and the related amendments.

4.4.5. General aviation and proportionality issues

General aviation, just like CAT, is required to provide a safety briefing to passengers. The amendments resulting from this sub-NPA would have the same outcome as in CAT: an amendment of the operator's public announcements, of safety briefing cards and of a safety video, if the operator opts for this method of safety briefing.

4.4.6. Impact on 'better regulation' and harmonisation

The FAA issued AC 121-24C Passenger Safety Information Briefing and Briefing Cards, which requires that a pre-flight safety briefing is conducted for each passenger seated in an exit seat. The AC also specifies in detail the content of safety cards and the information to be covered in passenger briefings during different phases of flight.

Transport Canada Civil Aviation (TCCA), in the Canadian Aviation Regulation (CAR), Subpart 5 — Airline Operations 705.43(5), requires that each passenger who is seated next to a window emergency exit is informed by a crew member that the window is an emergency exit and is made aware of how to operate that exit. It is expected that if a passenger moves to a window exit seat after take-off, that passenger receives an exit briefing or returns to his/her original seat prior to landing.

In both cases, the personal briefing is conducted verbally, so the cabin crew member can assess whether the passenger is suitable for the exit location and for the active role he/she may play in an evacuation.

In the absence of EU provisions on such briefing, the decision on its conduct is left at the discretion of the operator. Thus, a passenger travelling on different EU airlines may experience different practices, as some airlines conduct the exit briefing and some others do not.

Neither FAA, nor TCCA specifically requires that seats adjacent to exits whether staffed or not by cabin crew members are to be occupied by passengers during taxiing, take-off and landing, so the exits are not left unmanned during these phases of flight. This proactive safety initiative by an EU Member State and by the European Commission, to ensure an adequate level of safety, is reflected in this sub-NPA.

The absence of EU requirements on safety briefing material forces the Member States to address them on national level. Thus, a passenger traveling on different EU airlines may receive a different level of information. One aspect that needs to be excluded is the information related to the aircraft type which will indeed differ. However, when e.g. comparing safety briefing cards of various operators in terms of the basic information, the differences are visible. The proposal on the standard content of safety briefing material – in order to harmonise the level of information provided to passengers – is included in this sub-NPA.



In ICAO Doc 10002 Cabin Crew Safety Training Manual (revised Doc 7192), the ICAO Cabin Safety Group (ICSG) had taken into account the existing regulatory provisions and the good practices of operators on global level and amended the document accordingly. To act effectively on harmonisation with ICAO, the Agency has included the amendment proposals in this sub-NPA.

4.5. Comparison and conclusion

4.5.1. Comparison of options

After comparison of the possible options and their impacts, the following has been concluded:

Option 2 has been selected as this option ensures that the safety of aircraft occupants is no longer jeopardised. The seats by emergency exits will always be occupied by passengers during taxiing, take-off and landing and the operator may also opt for utilising positioning crew members or experienced operating cabin crew members if there are cabin crew additional to the minimum required complement on the flight. Passengers seated by (especially) emergency exits not staffed by cabin crew members will receive a briefing on the operation and use of the exit should an emergency situation require them to operate the exit. Thus, the risk of uncommanded opening of exits and the potentially serious consequences will be eliminated and these passengers will be prepared for the active role they may play in an aircraft evacuation.

This option also ensures that guidance on safety briefing material is available to EU operators and national aviation authorities, thus a level playing field is provided. Passengers receive a standard level of essential information related to their own safety, whether through a safety briefing card, safety briefings or advisory information through in-flight public announcements. The safety briefing material encompasses the SRs the Agency received following actual occurrences and the recommendations by the task force on lithium batteries.

This option ensures harmonisation with ICAO.

This option ensures that inconsistencies in the regulatory requirements are corrected and amended.

4.5.2. Sensitivity analysis

Not applicable.

4.5.3. Monitoring and ex post evaluation

The proposed updates are considered neither complex, nor controversial. Monitoring of implementation is foreseen during the EASA Standardisation Inspection visits.



5. References

5.1. Affected regulations

Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1).

5.2. Affected AMC and GM

Decision 2014/015/R of the Executive Director of the Agency of 24 April 2014 adopting Acceptable Means of Compliance and Guidance Material to Part-CAT of Regulation (EU) No 965/2012 and repealing Decision 2012/018/R of the Executive Director of the Agency of 24 October 2012— ‘AMC and GM to Part-CAT — Issue 2’

5.3. Reference documents

Investigation report RL 2011:10e containing SR SWED 2011-011.

Investigation report EW/C2002/4/1 containing SR UNKG-20002-043.

Investigation report EW/C2012/04/05 containing SRs UNKG-2014-005 and UNKG-2014-006.

ICAO Annex 6 Operation of aircraft.

ICAO Doc 10002 Cabin Crew Safety Training Manual.



6. Appendices

Report on *Unauthorised opening of doors/exits by passengers* (prepared by the EASA Safety Analysis and Research Department)



20140714_pas_opening_of_exits.pdf

