

Annex V to ED Decision 2019/019/R
‘AMC and GM to Part-CAT — Issue 2, Amendment 17’

The Annex to Decision 2014/015/R of 24 April 2014 is hereby amended as follows:

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

- deleted text is marked with ~~strike through~~;
- new or amended text is highlighted in blue;
- an ellipsis ‘(...)’ indicates that the rest of the text is unchanged.

**AMC1 CAT.OP.MPA.107 Adequate aerodrome
RESCUE AND FIREFIGHTING SERVICES (RFFS)**

When considering the adequacy of an aerodrome’s rescue and firefighting services (RFFS), the operator should:

- (a) as part of its management system, assess the level of RFFS protection available at the aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the intended operation; and
- (b) include relevant information related to the RFFS protection that is deemed acceptable by the operator in the operations manual.

**GM1 CAT.OP.MPA.107 Adequate aerodrome
RESCUE AND FIREFIGHTING SERVICES (RFFS)**

Guidance on the assessment of the level of an aerodrome’s RFFS may be found in Attachment I to ICAO Annex 6 Part I.

GM2 CAT.OP.MPA.155(b) Carriage of Special Categories of Passengers (SCPs)
 INFORMATION PROVIDED TO SCPS

(...)

<p>Adult travelling with an infant</p>	<p>Information on brace position for adult with lap-held infant.</p> <p>Information on the use of the loop belt, in case of a lap-held infant.</p> <p>Information to fit own oxygen mask before fitting the infant's oxygen mask.</p> <p>Information on how to evacuate when carrying an infant:</p> <p>(a) On land, see EASA SIB 2013-06 on evacuation of infants on aircraft equipped with inflatable slides or hatch-type overwing exits, jump on the slide; and</p> <p>(b) In case of ditching, how to fit and when to inflate infant flotation aid (e.g. life vest jacket, flotation device).</p>
--	--

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:
- (...)
- (iv) the use and stowage of portable electronic devices, including in-flight entertainment (IFE) systems;
- (...)

AMC3 CAT.OP.MPA.170 Passenger briefing
 IN-FLIGHT ENTERTAINMENT (IFE) SYSTEMS

When IFE systems are available by means of equipment that can be handled by passengers, including portable electronic devices (PEDs), provided by the operator for the purpose of IFE, appropriate information containing at least the following should be made available to passengers:

- (a) instructions on how to safely operate the IFE system for personal use in normal conditions;
- (b) restrictions, including stowage of retractable or loose items of equipment (e.g. screens or remote controls) during taxiing, take-off and landing, and in abnormal or emergency conditions; and

- (c) the instruction to alert cabin crew members in case of IFE system malfunction in accordance with point (f)(9) of GM2 CAT.OP.MPA.170.

GM1 CAT.OP.MPA.295 Use of airborne collision avoidance system (ACAS)

GENERAL

- (a) The ACAS operational procedures and training programmes established by the operator should take into account this GM. It incorporates advice contained in:
- (1) ICAO Doc 8168 (PANS-OPS), Volume III¹ Flight Aircraft Operating Procedures, Chapter 3 and Attachment A (ACAS Training Guidelines for Pilots) and Attachment B (ACAS High Vertical Rate (HVR) Encounters) to Part III, Section 43, Chapter 3; and
 - (2) ICAO PANS-ATM² Chapters 12 and 15 phraseology requirements;
 - (3) ICAO Annex 10, Volume IV; and
 - ~~(4) ICAO PANS-OPS, Volume 1;~~
 - ~~(45) ICAO PANS-ATM; and~~
 - ~~(6) ICAO guidance material 'ACAS Performance-Based Training Objectives' (published under Attachment E of State Letter AN 7/1.3.7.2-97/77).~~
- (...)

AMC1 CAT.IDE.A.125(a)(1)(iii) & CAT.IDE.A.130(b) Operations under VFR by day & Operations under IFR or at night — flight and navigational instruments and associated equipment

CALIBRATION OF THE MEANS OF MEASURING AND DISPLAYING PRESSURE ALTITUDE

The instrument measuring and displaying ~~pressure~~ **barometric** altitude should be of a sensitive type calibrated in feet (ft), with a sub-scale setting, calibrated in hectopascals/millibars, adjustable for any barometric pressure likely to be set during flight.

¹ ICAO Doc 8168-~~OPS/611-PANS-OPS~~ (Procedures for Air Navigation Services - Aircraft Operations), Volume ~~III - Flight Aircraft Operating~~ Procedures, **First Edition, 2018** (~~Fifth edition, Amendment 4~~).

² ICAO Doc 4444-ATM/501 - PANS-ATM (Procedures for Air Navigation Services-Air Traffic Management) (Fifteenth edition, Amendment 3).

AMC2 CAT.IDE.A.190 Flight data recorder

OPERATIONAL PERFORMANCE REQUIREMENTS FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL CoFA ON OR AFTER 1 APRIL 1998 AND BEFORE 1 JANUARY 2016

(...)

- (c) ~~When determined by the Agency,~~ **T**he FDR of aeroplanes first issued with an individual CofA before 20 August 2002 and equipped with an electronic display system does not need to record those parameters listed in Table 3 for which:

(...)

AMC4 CAT.IDE.A.190 Flight data recorder

LIST OF PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL CoFA ON OR AFTER 1 JUNE 1990 UP TO AND INCLUDING 31 MARCH 1998

(...)

- (b) ~~When determined by the Agency,~~ **T**he FDR of aeroplanes having an MCTOM of 27 000 kg or below does not need to record parameters 14 and 15b of Table 1 below if any of the following conditions are met:

(...)

- (c) ~~When determined by the Agency,~~ **T**he FDR of aeroplanes having an MCTOM exceeding 27 000 kg does not need to record parameter 15b of Table 1 below, and parameters 23, 24, 25, 26, 27, 28, 29, 30 and 31 of Table 2 below, if any of the following conditions are met:

(...)

- (d) ~~When determined by the Agency,~~ **T**he FDR does not need to record individual parameters that can be derived by calculation from the other recorded parameters.

(...)

AMC6 CAT.IDE.A.190 Flight data recorder

LIST OF PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL COFA BEFORE 1 JUNE 1990

(...)

- (b) ~~When determined by the Agency,~~ **T**he FDR of aeroplanes with an MCTOM exceeding 27 000 kg that are of a type first type certified after 30 September 1969 does not need to record the parameters 13, 14 and 15b in Table 2 below, when any of the following conditions are met:

(...)

AMC1 CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child restraint devices

CHILD RESTRAINT DEVICES (CRDs)

- (a) A CRD is considered to be acceptable if:
- (1) it is a 'supplementary loop belt' manufactured with the same techniques and the same materials as the approved safety belts; or
 - (2) it complies with (b).
- (b) Provided the CRD can be installed properly on the respective aircraft seat, the following CRDs are considered acceptable:
- (1) CRDs approved for use in aircraft according to the European Technical Standard Order ETSO-C100c on Aviation Child Safety Device (ACSD) ~~by the competent authority on the basis of a technical standard and marked accordingly;~~
 - (2) CRDs approved by EASA through a Type Certificate or Supplemental Type Certificate;
 - (23) ~~CRDs~~ Child seats approved for use in motor vehicles on the basis of the technical standard specified in point (i) below. The child seat must be also approved for use in aircraft on the basis of the technical standard specified in either point (ii) or point (iii): ~~according to the UN standard ECE R 44, -03 or later series of amendments;~~
 - (i) UN Standard ECE R44-04 (or 03), or ECE R129 bearing the respective 'ECE R' label; and
 - (ii) German 'Qualification Procedure for Child Restraint Systems for Use in Aircraft' (TÜV/958-01/2001) bearing the label 'For Use in Aircraft'; or
 - (iii) Other technical standard acceptable to the competent authority. The child seat should hold a qualification sign that it can be used in aircraft.
 - (34) ~~CRDs~~ Child seats approved for use in motor vehicles and aircraft according to Canadian CMVSS 213/213.1 bearing the respective label;
 - (45) ~~CRDs~~ Child seats approved for use in motor vehicles and aircraft according to US FMVSS No 213 and ~~manufactured to these standards on or after 26 February 1985. US approved CRDs manufactured after this date must bear~~ bearing one or two labels displaying the following two sentences ~~labels in red letters:~~
 - (i) 'THIS CHILD RESTRAINT SYSTEM CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS'; and
 - (ii) ~~in red letters~~ 'THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND AIRCRAFT';
 - (56) Child seats approved for use in motor vehicles and aircraft according to Australia/New Zealand's technical standard AS/NZS 1754:2013 bearing the green part on the label displaying 'For Use in Aircraft' ~~CRDs qualified for use in aircraft according to the German~~

~~'Qualification Procedure for Child Restraint Systems for Use in Aircraft' (TÜV Doc.: TÜV/958-01/2001); and~~

- (67) ~~devices~~ CRDs approved for use in cars, manufactured and tested according to other technical standards equivalent to those listed above. The devices should be marked with an associated qualification sign, which shows the name of the qualification organisation and a specific identification number, related to the associated qualification project. The qualifying organisation should be a competent and independent organisation that is acceptable to the competent authority.

(c) Location

- (1) Forward-facing CRDs child seats may be installed on both forward-and rearward-facing passenger seats, but only when fitted in the same direction as the passenger seat on which they are positioned. Rearward-facing CRDs child seats should only be installed on forward-facing passenger seats. A CRD child seat should not be installed within the radius of action of an airbag unless it is obvious that the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag.
- (2) An infant/child in a CRD should be located as near to in the vicinity of a floor level exit as feasible.
- (3) An infant/child in a CRD should not hinder evacuation for any passenger.
- (4) An infant/child in a CRD should neither be located in the row (where rows are existing) leading to an emergency exit nor located in a row immediately forward or aft of an emergency exit. A window passenger seat is the preferred location. An aisle passenger seat or a cross aisle passenger seat that forms part of the evacuation route to exits is not recommended. Other locations may be acceptable provided the access of neighbour passengers to the nearest aisle is not obstructed by the CRD.
- (5) In general, only one CRD per row segment is recommended. More than one CRD per row segment is allowed if the infants/children are from the same family or travelling group provided the infants/children are accompanied by a responsible adult sitting next to them in the same row segment.
- (6) A row segment is one or more seats side-by-side separated from the next row segment by an aisle the fraction of a row separated by two aisles or by one aisle and the aeroplane fuselage.

(d) Installation

- (1) CRDs tested and approved for use in aircraft should only be installed on a suitable passenger seat by the method shown in the manufacturer's instructions provided with each CRD and with the type of connecting device they are approved for the installation in aircraft. CRDs designed to be installed only by means of rigid bar lower anchorages (ISOFIX or equivalent) should only be used on passenger seats equipped with such connecting devices and should not be secured by passenger seat lap belt. ~~CRDs should only be installed on a suitable aeroplane seat with the type of connecting device they are approved or qualified for. For instance, CRDs to be connected by a three-point harness only (most rearward-facing baby CRDs currently available) should not be attached to an~~

~~aeroplane seat with a lap belt only; a CRD designed to be attached to a vehicle seat only by means of rigid bar lower anchorages (ISO-FIX or US equivalent), should only be used on aeroplane seats that are equipped with such connecting devices and should not be attached by the aeroplane seat lap belt. The method of connecting should be the one shown in the manufacturer's instructions provided with each CRD.~~

- (2) All safety and installation instructions should be followed carefully by the responsible adult accompanying the infant/child. Cabin crew Operators should prohibit the use of any a CRD inadequately not installed on the passenger seat according to the manufacturer's instructions or not approved for use in aircraft CRD or not qualified seat.
 - (3) If a forward-facing CRD child seat with a rigid backrest is to be fastened by a seat lap belt, the restraint device should be fastened when the backrest of the passenger seat on which it rests is in a reclined position. Thereafter, the backrest is to be positioned upright. This procedure ensures better tightening of the CRD child seat on the aircraft seat if the aircraft seat is reclinable.
 - (4) The buckle of the adult safety belt must be easily accessible for both opening and closing, and must be in line with the seat belt halves (not canted) after tightening.
 - (5) Forward-facing restraint devices with an integral harness must not be installed such that the adult safety belt is secured over the infant.
- (e) Operation
- (1) Each CRD should remain secured to a passenger seat during all phases of flight unless it is properly stowed when not in use.
 - (2) Where a CRD child seat is adjustable in recline, it must be in an upright position for all occasions when passenger restraint devices are required.

GM2 CAT.IDE.A.205 Seats, seat safety belts, restraint systems and child restraint devices

USE OF CHILD SEATS ON BOARD

Guidance on child restraint devices and facilitation of mutual acceptance of these devices can be found in ICAO Doc 10049 'Manual on the approval and use of child restraint systems'.

AMC2 CAT.IDE.H.190 Flight data recorder

LIST OF PARAMETERS TO BE RECORDED FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL CoFA ON OR AFTER 1 AUGUST 1999 AND BEFORE 1 JANUARY 2016 AND HELICOPTERS HAVING AN MCTOM OF MORE THAN 7 000 KG OR AN MOPSC OF MORE THAN 9 AND FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 JANUARY 1989 AND BEFORE 1 AUGUST 1999

(...)

- (b) ~~When determined by the Agency, T~~ the FDR of helicopters with an MCTOM of more than 7 000 kg does not need to record parameter 19 of Table 2 below, if any of the following conditions are met:
- (...)

AMC1 CAT.IDE.H.205 Seats, seat safety belts, restraint systems and child restraint devices
CHILD RESTRAINT DEVICES (CRD~~s~~)

- (a) A CRD is considered to be acceptable if:
- (1) it is a 'supplementary loop belt' manufactured with the same techniques and the same materials of the approved safety belts; or
 - (2) it complies with (b).
- (b) Provided the CRD can be installed properly on the respective helicopter seat, the following CRDs are considered acceptable:
- (1) CRDs approved for use in aircraft ~~according to the European Technical Standard Order ETSO-C100c on Aviation Child Safety Device (ACSD) by a competent authority on the basis of a technical standard and marked accordingly;~~
 - (2) ~~CRDs approved by EASA through a Type Certificate or Supplemental Type Certificate;~~
 - (23) ~~CRDs~~ Child seats approved for use in motor vehicles ~~on the basis of the technical standard specified in point (i) below. The child seats must be also approved for use in aircraft on the basis of the technical standard specified in either point (ii) or point (iii): according to the UN standard ECE R 44, -03 or later series of amendments;~~
 - (i) UN Standard ECE R44-04 (or 03), or ECE R129 bearing the respective 'ECE R' label; and
 - (ii) German 'Qualification Procedure for Child Restraint Systems for Use in Aircraft' (TÜV Doc.: TÜV/958-01/2001) bearing the label 'For Use in Aircraft'; or
 - (iii) Other technical standard acceptable to the competent authority. The child seat should hold a qualification sign that it can be used in aircraft.
 - (34) ~~CRDs~~ Child seats approved for use in motor vehicles and aircraft according to Canadian CMVSS 213/213.1 bearing the respective label;
 - (45) ~~CRDs~~ Child seats approved for use in motor vehicles and aircraft according to US FMVSS No 213 and ~~are manufactured to these standards on or after February 26, 1985. US approved CRDs manufactured after this date must bear~~ bearing one or two labels displaying the following two sentences ~~labels in red letters~~:
 - (i) 'THIS CHILD RESTRAINT SYSTEM CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS'; and
 - (ii) ~~in red letters~~ 'THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND AIRCRAFT';

- (56) Child seat approved for use in motor vehicles and aircraft according to Australia/New Zealand's technical standard AS/NZS 1754:2013 bearing the green part on the label displaying 'For Use in Aircraft' ~~CRDs qualified for use in aircraft according to the German 'Qualification Procedure for Child Restraint Systems for Use in Aircraft' (TÜV Doc.: TÜV/958-01/2001)~~; and
- (67) ~~devices~~ CRDs ~~approved for use in cars~~, manufactured and tested according to other technical standards equivalent to those listed above. The device should be marked with an associated qualification sign, which shows the name of the qualification organisation and a specific identification number, related to the associated qualification project. The qualifying organisation should be a competent and independent organisation that is acceptable to the competent authority.
- (c) Location
- (1) Forward-facing ~~CRDs~~ child seats may be installed on both forward-and rearward-facing passenger seats, but only when fitted in the same direction as the passenger seat on which they are positioned. Rearward-facing ~~CRDs~~ child seats should only be installed on forward-facing passenger seats. A ~~CRD~~ child seat should not be installed within the radius of action of an airbag unless it is obvious that the airbag is de-activated or it can be demonstrated that there is no negative impact from the airbag.
 - (2) An infant/~~child~~ in a CRD should be located ~~as near to~~ in the vicinity of a floor level exit ~~as feasible~~.
 - (3) An infant/~~child~~ in a CRD should not hinder evacuation for any passenger.
 - (4) An infant/~~child~~ in a CRD should neither be located in the row (where rows are existing) leading to an emergency exit nor located in a row immediately forward or aft of an emergency exit. A window passenger seat is the preferred location. An aisle passenger seat or a cross aisle passenger seat that forms part of the evacuation route to exits is not recommended. Other locations may be acceptable provided the access of neighbour passengers to the nearest aisle is not obstructed by the CRD.
 - (5) In general, only one CRD per row segment is recommended. More than one CRD per row segment is allowed if the infants/~~children~~ are from the same family or travelling group provided the infants/~~children~~ are accompanied by a responsible adult sitting next to them in the same row segment.
 - (6) A row segment is ~~one or more seats side-by-side separated from the next row segment by an aisle~~ ~~the fraction of a row separated by two aisles or by one aisle and the helicopter fuselage~~.
- (d) Installation
- (1) ~~CRDs tested and approved for use in aircraft should only be installed on a suitable passenger seat by the method shown in the manufacturer's instructions provided with each CRD and with the type of connecting device they are approved for the installation in aircraft. CRDs designed to be installed only by means of rigid bar lower anchorages (ISOFIX or equivalent) should only be used on passenger seats equipped with such connecting devices and should not be secured by passenger seat lap belt.~~ ~~CRDs should only be installed~~

~~on a suitable helicopter seat with the type of connecting device they are approved or qualified for. For instance, CRDs to be connected by a three-point harness only (most rearward facing baby CRDs currently available) should not be attached to a helicopter seat with a lap belt only, a CRD designed to be attached to a vehicle seat by means of rigid bar lower anchorages (ISO-FIX or US equivalent) only, should only be used on helicopter seats that are equipped with such connecting devices and should not be attached by the helicopter seat lap belt. The method of connecting should be the one shown in the manufacturer's instructions provided with each CRD.~~

- (2) All safety and installation instructions must be followed carefully by the responsible person accompanying the infant/child. ~~Cabin crew Operators~~ should prohibit the use of ~~any~~ a CRD ~~inadequately~~ not installed on the passenger seat according to the manufacturer's instructions or not approved for use in aircraft ~~CRD or not qualified seat~~.
 - (3) If a forward-facing ~~CRD child seat~~ with a rigid backrest is to be fastened by a ~~seat~~ lap belt, the restraint device should be fastened when the backrest of the passenger seat on which it rests is in a reclined position. Thereafter, the backrest is to be positioned upright. This procedure ensures better tightening of the ~~CRD child seat~~ on the aircraft seat if the aircraft seat is reclinable.
 - (4) The buckle of the adult safety belt must be easily accessible for both opening and closing, and must be in line with the seat belt halves (not canted) after tightening.
 - (5) Forward facing restraint devices with an integral harness must not be installed such that the adult safety belt is secured over the infant.
- (e) Operation
- (1) Each CRD should remain secured to a passenger seat during all phases of flight unless it is properly stowed when not in use.
 - (2) Where a ~~CRD child seat~~ is adjustable in recline, it must be in an upright position for all occasions when passenger restraint devices are required.