

**Proposed Deviation on Installations of non-smoking signs and ashtrays
Applicable to Large Aeroplanes fitted with a VIP or Executive interior**

Issue 1

Introductory note:

The hereby presented Deviation to the EASA Certification Basis shall be subject to public consultation, in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) of which states:

"2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."

Statement of issue

EASA rulemaking task RMT.0264 , entitled "Executive Interior Accommodation" started with the publication of its Terms of Reference in February 2012. The rulemaking group has prepared an NPA (not yet published) addressing several issues linked to executive and VIP interiors. Amongst others one outcome is to introduce a change to CS-25 that would allow the installation of a single no smoking placard in place of a non-smoking sign visible to each person seated in the passenger compartment, when smoking is prohibited on the aircraft. This has been used to prepare the deviation proposed below.

**Large Aeroplanes fitted with a VIP or Executive interior –Deviation D-XX
Installations of non-smoking signs**

As a matter of fact smoking is more and more banned in all public places (this is including commercial aircraft). Also in the private sector smoking is tolerated to a lesser extent.

In a case were the owner of a privately used large aeroplane with a VIP interior decides that the aircraft is a "non-smoking" aircraft it can be assumed that this smoking ban will be strictly followed.

Proposed Deviation

EASA considers that an acceptable level of safety, for non-commercially used aeroplanes, could be established in lieu of compliance to CS 25.791(a), CS 25.791(d) and CS 25.853(g), if:

1. Smoking is prohibited on board of the aircraft. [The limitation for non-commercial operations shall be noted in the Limitations Section of the Aeroplane Flight Manual](#)
2. A single non-smoking placard is provided, conspicuously located inside the passenger compartment, installed in the immediate vicinity of each

door that can be used as a passenger boarding door. The placard must be clearly legible to passengers entering the aeroplane.

3. The indication that smoking is prohibited is the subject of a passenger briefing. The requirement for the briefing must be inserted in the Aeroplane Flight Manual.