

## Executive Director Decision

**2017/008/R**

**of 28 March 2017**

**amending the Acceptable Means of Compliance and Guidance Material to Part-CAT  
of Regulation (EU) No 965/2012**

**‘AMC and GM to Part-CAT — Issue 2, Amendment 12’**

THE EXECUTIVE DIRECTOR OF THE EUROPEAN AVIATION SAFETY AGENCY,

Having regard to Regulation (EC) No 216/2008<sup>1</sup>, and in particular Article 38(3)(a) thereof,

Having regard to Commission Regulation (EU) No 965/2012<sup>2</sup>, and in particular ARO.GEN.120(a) thereof,

Whereas:

- (1) EASA shall, pursuant to Article 18(c) of Regulation (EC) No 216/2008, issue certification specifications and acceptable means of compliance as well as guidance material for the application of Regulation (EC) No 216/2008 and its implementing rules.
- (2) Acceptable means of compliance are non-binding standards adopted by EASA which may be used by persons and organisations to demonstrate compliance with Regulation (EC) No 216/2008 and its implementing rules; when acceptable means of compliance are complied with, the related requirements of the implementing rules are met.
- (3) Guidance material is non-binding material developed by EASA which helps to illustrate the meaning of a requirement or specification and is used to support the interpretation of Regulation (EC) No 216/2008, its implementing rules, certification specifications and acceptable means of compliance.
- (4) With Decision 2014/015/R of 24 April 2014, the Executive Director issued acceptable means of compliance and guidance material to Part-CAT of Commission Regulation (EU) No 965/2012.
- (5) EASA shall, pursuant to Article 19(2) of Regulation (EC) No 216/2008, reflect the state of the art and the best practices in the fields concerned and update its decisions taking into account worldwide aircraft experience in service, and scientific and technical progress.

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<sup>1</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No 1592/2002 and Directive 2004/36/EC (OJ L 79, 19.3.2008, p. 1).

<sup>2</sup> 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).

- (6) Regulation (EU) No 965/2012 requires CAT operators to follow procedures for passenger seating and briefing. This Decision addresses safety recommendations to improve the content of passenger briefing and to ensure that seat rows with direct access to emergency exits are occupied during taxiing, take-off, and landing by passengers or crew members.
- (7) In order to facilitate the operators' compliance with the rules, this Decision provides clarification regarding the location of the emergency medical kit (EMK) through the related AMC/GM.
- (8) EASA, pursuant to Article 52(1)(c) of Regulation (EC) No 216/2008 and Articles 5(3), 6 and 7 of the EASA Rulemaking Procedure<sup>3</sup>, has widely consulted interested parties on the matters which are the subject of this Decision and has provided thereafter a written response to the comments received<sup>4</sup>,

HAS DECIDED:

**Article 1**

The Annex to Decision 2014/015/R of the Executive Director of the European Aviation Safety Agency of 24 April 2014 is amended as laid down in the Annex to this Decision.

**Article 2**

This Decision shall enter into force on the day following that of its publication in the EASA Official Publication.

Cologne, 28 March 2017

*For the European Aviation Safety Agency  
The Executive Director*

Patrick KY

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<sup>3</sup> EASA Management Board (MB) Decision 01-2012 of 13 March 2012 amending and replacing Decision 08-2007 concerning the procedure to be applied by the Agency for the issuing of Opinions, Certification Specifications and Guidance Material ('Rulemaking Procedure')

(<http://www.easa.europa.eu/system/files/dfu/EASA%20MB%20Decision%2001-2012%20Revised%20MB%20Decision%20RM%20Process%20.pdf>).

<sup>4</sup> <http://easa.europa.eu/document-library/comment-response-documents>

