European Union Aviation Safety Agency

Part-CAT

Are there any requirements for loadmasters?

Answer

Reference: Regulation (EU) No 965/2012 on Air Operations, Annex IV (Part-CAT)

There are no specific provisions for loadmasters, either in terms of their duties or in terms of their qualification. The only provision applicable to loading is in Part-CAT:

CAT.POL.MAB.100 Mass and balance, loading

CAT.POL.MAB.105 Mass and balance data and documentation, stating:

- The loading of an aircraft shall be performed under the supervision of qualified personnel in a way that is consistent with the results of mass and balance calculations.
- The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander.
- The person who prepared the mass and balance documentation must be named on it.
- The operator has to specify principles and methods for the loading and the mass and balance system in use in its Operations Manual.

Regarding the categorization of such personnel, a loadmaster can be either ground personnel or a crew member if the operator assigns him/her duties on board (as it is the case for some cargo operators), but certainly not flight crew.

Of course this does not prevent a flight crew member to be also qualified as a loadmaster, but he or she would be flight crew independently from being a loadmaster at the same time.

Please note that in accordance with ORO.GEN.110(e), it is the operator's responsibility to “ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole”.

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Link:
https://www.easa.europa.eu/en/faq/19162

Referring to Annex II - AMC 20-6 rev.2, on ETOPS Applicability, is an ETOPS operational approval required or not for aircraft with a seating configuration of 19 or less and not exceeding 180 minutes at the approved one-engine-inoperative (OEI) speed (in still air) from an adequate aerodrome?

Answer

“The acceptable means of compliance for operators seeking an ETOPS operational approval to operate aeroplanes with a maximum passenger seating configuration of 19 or less, in excess of 180 minutes at the approved one-engine-inoperative (OEI) speed (in still air) from an adequate aerodrome is AMC 20-6. For operations in excess of 120 minutes at the approved OEI, refer to the below”

Reference: Regulation (EU) No 965/2012 on Air Operations, Annex IV (Part CAT)

Regulation (EU) No 965/2012 must be considered, especially point CAT.OP.MPA.140, which states:
“(a) Unless approved by the competent authority in accordance with Annex V (Part SPA), Subpart F, the operator shall not operate a two-engined aeroplane over a route that contains a point further from an adequate aerodrome, under standard conditions in still air, than the appropriate distance for the given type of aeroplane among the following:
[...].
for performance class A aeroplanes with an MOPSC of 19 or less, the distance flown in 120 minutes or, subject to approval by the competent authority, up to 180 minutes for turbojet aeroplanes, at the OEI cruise speed determined in accordance with (b);”

Therefore, a specific ETOPS approval under Part-SPA (Annex V to Regulation (EU) No 965/2012) is not required to operate between 120 and 180 minutes from an adequate aerodrome; nevertheless, an operator is required to hold an approval based on the provisions contained in AMC1 CAT.OP.MPA.140(c). Without this approval, an operator cannot operate in excess of 120 minutes from an adequate aerodrome.

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NPAs CDFA-SA with IAP instrument approach procedure expressing minima as a "DA/H" should have an "ADD-ON" or not? Am I allowed to go a little bellow the "DA/H" while performing a missed approach/going around?

Answer

Reference: Regulation (EU) No 965/2012 on Air Operations, Annex IV (Part CAT)

Please note that the rules on CDFA are now specified in the following rule of Regulation (EU) 965/2012: CAT.OP.MPA.115 Approach flight technique - aeroplanes. To this implementing rule, three AMCs and one Guidance Material are assigned.

AMC1 CAT.OP.MPA.115 (a)(5) specifies the following: “This DA/H should take into account any add-on to the published minima as identified by the operator's management system and should be specified in the OM (aerodrome operating minima).” This means that the use of any add-on is left to the responsibility of the operator.

Usually, the operator should avoid going below DA/H if the missed approach is initiated. Therefore, (a)(7) specifies: “The operator should establish a procedure to ensure that an appropriate callout is made when the aeroplane is approaching DA/H. If the required visual references are not established at DA/H, the missed approach procedure is to be executed promptly.”

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What is the meaning of ‘where applicable’ in relation to the data link recording requirements in CAT.IDE.A.195, CAT.IDE.H.195, NCC.IDE.A.170, NCC.IDE.H.170, SPO.IDE.A.150 and SPO.IDE.H.150?

Answer

- The requirement to record data link communication messages stated in paragraphs CAT.IDE.A.195, CAT.IDE.H.195, NCC.IDE.A.170, NCC.IDE.H.170, SPO.IDE.A.150 and SPO.IDE.H.150 should be understood as follows: if an aircraft is equipped with data link communication equipment and it is going to use this equipment during part or the entire flight (when also required to be equipped with a CVR and first issued with an individual CofA on or after the applicability date stated in the relevant paragraph), then it must also have a working data link recording function. The expression ‘where applicable’ in CAT.IDE.A.195(a) is to indicate that the requirement applies when information enumerated in CAT.IDE.A.195(a)(1) is exchanged or could be exchanged via data link replacing voice during the flight. This is also valid for the expression ‘where applicable’ in CAT.IDE.H.195(a), NCC.IDE.A.170(a),

NCC.IDE.H.170(a), SPO.IDE.A.150(a) and SPO.IDE.H.150(a).

- Examples where this requirement would not apply include but are not limited to:
  - the case where the aircraft is only operated in airspace where no data link communication service is offered and therefore only voice communications are used between the aircraft and ATS;
  - the case where the airborne data link communication equipment is not compatible with the data link services of the airspace where it is operating and therefore, voice remains the means of communication between the aircraft and ATS;
  - the case where the data link communication equipment is disabled permanently and in a way that it cannot be enabled again during the flight and therefore voice remains the means of communication between the aircraft and ATS.

Note:

Commission Regulation (EU) No 29/2009 requires aircraft performing IFR flights above Flight Level 285 in the airspace of most EASA Member States to 'have the capability to operate some data link services by February 2020 , except for older aircraft and State aircraft.

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https://www.easa.europa.eu/en/faq/19201

AMC1 (a) to CAT.IDE.A.280 says, "Batteries used in the ELTs should be replaced (or recharged, if the battery is rechargeable) when the equipment has been in use for more than 1 cumulative hour". What should be understood by "in use for more than 1 cumulative hour"?

Answer

Reference: Regulation (EU) No 965/2012 on Air Operations, Annex IV (Part CAT)

"In use for more than 1 cumulative hour" should be understood as an hour of cumulative ELT operation, whatever the purpose may be (testing, intended or unintended transmitting).

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https://www.easa.europa.eu/en/faq/19168

Does the operator need an exemption to CAT.OP.MPA.160 to use the

passenger cabin as a cargo compartment?

Answer

The passenger cabin is not approved for as a cargo compartment and it does not meet the applicable requirements for the transportation of cargo. This is in accordance with the type certification of the large aeroplanes certified for passenger transport. The carriage of cargo in the cabin beyond already approved stowage areas is therefore neither covered by the approval of the aircraft nor by the approval of the seats and that is the reason why an exemption is needed. Additionally, limitations and/or procedures must be introduced to compensate for the non-compliance related to smoke detection or fire suppression means.

The details as to what extent cargo can be carried in a passenger compartment without additional certification are also provided by the relevant EASA Special Condition on this subject, recognized by both Boeing MOM-MOM-20-0239-02B and Airbus FOT 999.0028/20.

AMC2 CAT.OP.MPA.160 (b) (2) specifies the need for approved restraint equipment to secure the intended cargo. However, the term “cargo” in this AMC refers to anything that belongs to the passenger traveling in the adjacent seat but it is not a piece of luggage (e.g., a musical instrument that may have to be restrained to the seat). Thus, the AMC was never intended to facilitate the use of the cabin as a cargo compartment.

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Is there any regulatory statement by which it is required for all European aeroplanes to carry a defibrillator on board?

Answer

By means of the ED Decision 2021/005/R the AMC/GM to CAT.IDE.A.220 and CAT.IDE.A.225 have been updated in line with the existing evidence and expert opinion. The use of automated external defibrillators (AED) is essential to increase the chances of survival in case of a cardiac arrythmias such as ventricular fibrillation (VF) and non-perfusing ventricular tachycardia (VT) when used in the first 10 minutes.

AMC1 CAT.IDE.A.220 (b) (4) stipulates that the aircraft operators should carry automated external defibrillator (AED) on board all aircraft equipped with a first-aid kit and required to carry at least one cabin crew. When operating multi-deck aircraft, operators should assess if

additional equipment is needed on each deck.

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What are the obligations when carrying AED's (Automated Emergency Defibrillators) on board as per CAT.IDE.A.220 and CAT.IDE.A.225?

Answer

AED (Automated Emergency Defibrillators) can be considered as carry on board medical equipment. The provision where the AED will be stowed should be certified (capable to carry the load and placarded accordingly). If the AED is stowed in a stowage as for passenger luggage we would not necessarily ask for full 25.853 compliance especially when considered as carry on board equipment. If you want to certify it (being part of the modification) then compliance to the applicable CS requirements must be demonstrated.

In addition, you should have a look into the guidance material to Part CAT 140. Here you will find some information related to the electro mechanical interference of medical equipment.
If the AED is considered as carry on board medical equipment, there is no need for a certified installation. The operator is however obliged to conduct an assessment as per AMC1 CAT.GEN.MPA.140.

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