

**Annex VII to ED Decision 2019/019/R**  
**'AMC and GM to Part-NCC — Initial issue 1, Amendment 12'**

The Annex to Decision 2013/021/R of 23 August 2013 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.

**GM1 NCC.GEN.100 Competent authority**

**DETERMINING THE PLACE WHERE AN OPERATOR IS RESIDING**

For the purpose of Regulation (EU) No 965/2012, the concept of 'place where the operator is residing' is mainly addressed to a natural person.

The place where the operator resides is the place where the operator complies with his or her tax obligations.

Several criteria can be used to help determining a person's place of residence. These include, for example:

- (a) the duration of a person's presence on the territory of the countries concerned;
- (b) the person's family status and ties;
- (c) the person's housing situation and how permanent it is;
- (d) the place where the person pursues professional or non-profit activities;
- (e) the characteristics of the person's professional activity; and
- (f) the Member State where the person resides for taxation purposes.

**GM1 NCC.OP.220 Airborne collision avoidance system (ACAS)**

**GENERAL**

- (a) The ACAS operational procedures and training programmes established by the operator should take into account this Guidance Material. It incorporates advice contained in:
  - (1) ICAO Annex 10, Volume IV;
  - (2) ICAO Doc 8168 (PANS-OPS), Volume III~~1~~; and
  - (3) ICAO PANS-ATM~~;~~ and

~~(4) ICAO guidance material 'ACAS Performance-Based Training Objectives' (published under Attachment E of State Letter AN 7/1.3.7.2-97/77).~~

(...)

**AMC1 NCC.IDE.A.120(a)(3) & NCC.IDE.A.125(a)(3) Operations under VFR & Operations under IFR — 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.

**AMC1 NCC.IDE.A.180 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 seat approved for use in motor vehicles on the basis of the technical standard specified in (i). 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 seat** 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 NCC.IDE.A.180 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'.

**AMC1 NCC.IDE.H.180 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 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 seat approved for use in motor vehicles on the basis of the technical standard specified in (i). 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 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 seat approved for use in motor vehicles and aircraft according to Canadian CMVSS 213/213.1 bearing the respective label;
- (45) ~~CRDs~~ Child seat 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 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 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.