

Annex to Decision 2017/008/R

'AMC and GM to Part-CAT — Issue 2, Amendment 12'

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

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

1. deleted text is marked with ~~strike through~~;
2. new or amended text is highlighted in grey; and
3. an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

AMC1 CAT.OP.MPA.165 Passenger seating

~~PROCEDURES~~ EMERGENCY EXIT SEATING

The operator should make provisions so that:

- (a) a passenger occupies a seat at least on each side in a seat row with direct access to an emergency exit (not staffed by a cabin crew member) during taxiing, take-off and landing unless this would be impracticable due to a low number of passengers or might negatively impact the mass and balance limitations.
- (b) a) those passengers who are allocated seats that permit direct access to emergency exits appear to be reasonably fit, strong, and able and willing to assist the rapid evacuation of the aircraft in an emergency after an appropriate briefing by the crew;
- (c) b) in all cases, passengers who, because of their condition, might hinder other passengers during an evacuation or who might impede the crew in carrying out their duties, should not be allocated seats that permit direct access to emergency exits. If procedures cannot be reasonably implemented at the time of passenger 'check-in', the operator should establish an alternative procedure which ensures that the correct seat allocations will, in due course, be made.

GM2 CAT.OP.MPA.165 Passenger seating

EMERGENCY EXIT SEATING

When allocating a seat in a seat row with direct access to an emergency exit, the operator should consider at least the following:

- (a) providing the passenger with the applicable emergency exit seating restrictions prior to boarding, or upon assigning a passenger to a seat, e.g. at the stage of booking, or check-in, or at the airport;
- (b) utilising, as far as practicable, cabin crew members that are additional to the minimum required cabin crew complement, or positioning crew members, if available on board.

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:

- (i) ~~smoking regulations;~~
- (i ii) ~~back of the seat to be in the upright position and tray table stowed~~ any cabin secured aspects, e.g. required position of seatbacks, tray tables, footrests, window blinds, etc. as applicable;
- (iii) ~~location of emergency exits;~~
- (ii iv) ~~location and use of~~ emergency lighting (floor proximity escape path markings, exit signs);
- (iii v) correct stowage of hand baggage and the importance of leaving hand baggage behind in case of evacuation;
- (iv vi) the use and stowage of portable electronic devices; ~~and~~
- (v vii) the location and presentation ~~the contents~~ of the safety briefing card, the importance of its contents and the need for passengers to review it prior to take-off; and
- (vi) compliance with ordinance signs, pictograms or placards, and crew members instructions; and

(2) Passengers should receive a demonstration of the following:

- (i) the use of safety belts or restraint systems, including how to fasten and unfasten the safety belts or restraint systems;
- (ii) the location of emergency exits;
- (iii ii) the location and use of oxygen equipment, if required. Passengers should also be briefed to extinguish all smoking materials when oxygen is being used; and
- (iv iii) the location and use of life-jackets, if required.

(3) Passengers occupying seats with direct access to emergency exits not staffed by cabin crew members should receive an additional briefing on the operation and use of the exit.

(b) After take-off

(1) Passengers should be reminded of the following, if applicable:

- (i) ~~smoking regulations; and~~
- (i ii) use of safety belts or restraint systems including the safety benefits of having safety belts fastened when seated, irrespective of seat belt sign illumination; ~~and~~
- (ii) caution when opening overhead compartments.

(c) Before landing

(1) Passengers should be reminded of the following, if applicable:

- (i) ~~smoking regulations;~~
- (i ii) use of safety belts or restraint systems;
- (ii iii) ~~back of the seat to be in the upright position and tray table stowed~~ any cabin secured aspects, e.g. required position of seatbacks, tray tables, footrests, window blinds, etc. as applicable;

- (iii ~~iv~~) ~~re-correct~~ stowage of hand baggage and the importance of leaving hand baggage behind in case of evacuation; ~~and~~
- (iv ~~v~~) the use and stowage of portable electronic devices; ~~and~~
- (v) the location of the safety briefing card, the importance of its contents and its review.

(d) After landing

- (1) Passengers should be reminded of the following:
 - (i) ~~smoking regulations; and~~
 - (i ~~ii~~) use of safety belts ~~and/or~~ restraint systems;
 - (ii ~~iii~~) the use and stowage of portable electronic devices; and
 - (iii ~~iv~~) caution when opening overhead compartments.

(e) Emergency during flight:

- (1) Passengers should be instructed as appropriate to the circumstances.

(f) Smoking regulations

- (1) The operator should determine the frequency of briefings or reminding passengers about the smoking regulations.

GM1 CAT.OP.MPA.170(a) Passenger briefing**BRIEFING OF PASSENGERS OCCUPYING SEATS WITH DIRECT ACCESS TO EMERGENCY EXITS NOT STAFFED BY CABIN CREW MEMBERS**

- (a) The emergency exit briefing should contain instructions on the operation of the exit, assessment of surrounding conditions for the safe use of the exit, and recognition of emergency commands given by the crew.
- (b) Cabin crew should verify that the passenger(s) is (are) able and willing to assist the crew in case of an emergency and that the passenger(s) has (have) understood the instructions.

GM2 CAT.OP.MPA.170 Passenger briefing**SAFETY BRIEFING MATERIAL**

- (a) Safety briefing material may include but is not limited to an audio-visual presentation, such as a safety video or a safety briefing card. Information in the safety briefing material should be relevant to the aircraft type and the installed equipment and should be consistent with the operator's procedures. Information in the safety briefing material should be presented in a clear and unambiguous manner and in a form easily understandable to passengers.
- (b) For those passengers occupying seats with direct access to emergency exits, the operator should consider providing a separate briefing card, which contains a summary of the exit briefing information.
- (c) The safety briefing card should be designed, and the information should be provided, in a size easily visible to the passenger. The safety briefing card should be stowed in a location from where it is easily visible and reachable to the seated passenger and from where it cannot easily fall out. Information should be presented in a pictographic form and should be consistent with the placards used in the aircraft. Written information should be kept to the necessary minimum. The safety briefing card should only contain information relevant to safety.

- (d) The operator conducting an operation with no cabin crew should consider including expanded information, such as location and use of fire extinguisher, oxygen system if different from the drop-down system, etc.
- (e) The safety video should be structured in a pace that allows a continuous ability to follow the information presented. The operator may consider including sign language or subtitles to simultaneously complement the soundtrack.
- (f) The operator should consider including the following information in its safety briefing material:
 - (1) hand baggage:
 - (i) correct versus forbidden stowage locations (e.g. exits, aisles, etc.);
 - (2) safety belts and other restraint systems:
 - (i) when and how to use safety belts and other restraint systems;
 - (ii) restraint of infants and children;
 - (iii) additional installed systems, e.g. airbag;
 - (3) drop-down oxygen system:
 - (i) location;
 - (ii) activation;
 - (iii) indication of active oxygen supply;
 - (iv) correct and timely donning of oxygen mask;
 - (v) assisting others;
 - (4) flotation devices:
 - (i) stowage locations (including if different in various cabin sections);
 - (ii) use for adult, child and infant;
 - (iii) features, e.g. straps, toggles, tubes, signalling light, whistle;
 - (iv) when and where to inflate a life jacket;
 - (v) flotation devices for infants;
 - (5) emergency exits:
 - (i) number and location;
 - (ii) method of operation, including alternative operation in case of ditching;
 - (iii) surrounding conditions prior to opening (e.g. fire, smoke, water level, etc.);
 - (iv) unusable exit;
 - (v) alternative egress routes in case of unusable exit(s);
 - (vi) leaving hand baggage behind;
 - (vii) method of egress through exit including with infants and children;
 - (viii) awareness of exit height;

- (ix) awareness of propellers;
- (6) escape routes: depiction of routes:
 - (i) to the exits (inside the aircraft);
 - (ii) movement on a double-deck aircraft;
 - (iii) via the wing to the ground;
 - (iv) on the ground away from the aircraft;
- (7) assisting evacuation means:
 - (i) location of available equipment (e.g. life raft, installed slide/raft, etc.);
 - (ii) awareness of the evacuation equipment's features;
 - (iii) operation of the available equipment (activation, detachment, etc.);
 - (iv) method of boarding the device including with infants and children;
 - (v) use of shoes;
 - (vi) method of evacuation through exits with no assisting evacuation means;
- (8) brace position:
 - (i) appropriate method to the applicable facing direction;
 - (ii) alternative brace positions for e.g. expectant mothers, passengers with lap-held infants, tall or large individuals, children, etc.;
- (9) portable electronic devices, including spare batteries:
 - (i) allowed versus forbidden devices;
 - (ii) use in various flight phases including during safety briefing;
 - (iii) stowage;
 - (iv) danger of fire in case the device is damaged;
 - (v) the need to call for immediate assistance in case a device is damaged, hot, produces smoke, is lost, or falls into the seat structure (including advice to refrain from manipulating the seat);
 - (vi) the need to monitor devices during charging;
- (10) cabin secured aspects:
 - (i) required position of seatbacks, headrests, tray tables, footrests, window blinds, in-seat video screens and their control gadgets, etc.;
 - (ii) caution when opening overhead compartments;
- (11) smoking regulations (e.g. phase of flight, electronic smoking devices, pipes, etc.) including smoking in the lavatory;
- (12) floor proximity escape path marking:
 - (i) location;
 - (ii) purpose in case of darkness or smoke;

- (13) actions in case of an emergency (e.g. remove sharp objects, fasten seat belt, open window blind, etc.);
- (14) any other safety aspects.

(...)

GM3 CAT.OP.MPA.250 Ice and other contaminants — ground procedures

DE-ICING/ANTI-ICING BACKGROUND INFORMATION

Further guidance material on this issue is given in the ICAO *Manual of Aircraft Ground De-icing/Anti-icing Operations* (Doc 9640) (hereinafter referred to as the ICAO *Manual of Aircraft Ground De-icing/Anti-icing Operations*).

(...)

- (c) Hold-over protection

(...)

- ~~(4) References to usable HoT tables may be found in the AEA 'Recommendations for de-icing/anti-icing of aircraft on the ground'.~~

(...)

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 advice contained in:

- (1) ICAO PANS-OPS, Volume 1¹ Flight Procedures, Attachment A (ACAS Training Guidelines for Pilots) and Attachment B (ACAS High Vertical Rate Encounters) to Part III, Section 3, Chapter 3; and

- (2) ICAO PANS-ATM² Chapters 12 and 15 phraseology requirements.

- ~~(13)~~ ICAO Annex 10, Volume IV;

- ~~(24)~~ ICAO PANS-OPS, Volume 1;

- ~~(35)~~ ICAO PANS-ATM; and

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

(...)

AMC2 CAT.IDE.A.225 Emergency medical kit

CARRIAGE UNDER SECURITY CONDITIONS

The emergency medical kit should be kept in under secure conditions, either in the flight crew compartment or in another locked compartment secure location in the cabin that prevents unauthorised access to it.

¹ ICAO Doc 8168-OPS/611 - PANS-OPS (Procedures for Air Navigation Services-Aircraft Operations), Volume I - Flight Procedures (Fifth edition, Amendment 4).

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

GM1 CAT.IDE.A.225 Emergency medical kit**SECURE LOCATION**

'Secure location' refers to a location in the cabin that is not intended for the use by passengers and preferably to which passengers do not have access.

GM1 CAT.IDE.A.125 & CAT.IDE.A.130 Operations under VFR by day & Operations under IFR or at night — flight and navigational instruments and associated equipment

SUMMARY TABLE

Table 1: Flight and navigational instruments and associated equipment

SERIAL		FLIGHTS UNDER VFR		FLIGHTS UNDER IFR OR AT NIGHT	
		SINGLE-PILOT	TWO PILOTS REQUIRED	SINGLE- PILOT	TWO PILOTS REQUIRED
(a)		(b)	(c)	(d)	(e)
1	Magnetic direction	1	1	1	1
2	Time	1	1	1	1
3	Pressure altitude	1	2	2 Note (5)	2 Note (5)
4	Indicated airspeed	1	2	1	2
5	Vertical speed	1	2	1	2
6	Turn and slip or turn coordinator	1 Note (1)	2 Note (1) & Note (2)	1 Note (4)	2 Note (4)
7	Attitude	1 Note (1)	2 Note (1) & Note (2)	1	2
8	Stabilised direction	1 Note (1)	2 Note (1) & Note (2)	1	2
9	Outside air temperature	1	1	1	1
10	Mach number indicator	See Note (3)			
11	Airspeed icing protection	1 Note (6)	2 Note (6)	1	2
12	Airspeed icing protection failure indicating			1 Note (7)	2 Note (7)
13	Static pressure source			2	2
14	Standby attitude indicator			1 Note (8)	1 Note (8)
15	Chart holder			1 Note (6)	1 Note (6)

Note (1) For local flights (A to A, 50 NM radius, not more than 60 minutes' duration), the instruments at serials (a)(6) and (a)(8) may be replaced by either a turn and slip indicator, or a turn coordinator, or both an attitude indicator and a slip indicator.

- Note (2) The substitute instruments permitted by Note (1) above should be provided at each pilot's station.
- Note (3) A Mach number indicator is required for each pilot whenever compressibility limitations are not otherwise indicated by airspeed indicators.
- Note (4) For IFR or at night, a turn and slip indicator, or a slip indicator and a third (standby) attitude indicator certified according to CS 25.1303 (b)(4) or equivalent, is required.
- Note (5) Except for unpressurised aeroplanes operating below 10 000 ft, neither three pointers, nor drum-pointer altimeters satisfy the requirement.
- Note (6) Applicable only to aeroplanes with a maximum certified take-off mass (MCTOM) of more than 5 700 kg, or with an MOPSC of more than 9. It also applies to all aeroplanes first issued with an individual certificate of airworthiness (CofA) on or after 1 April 1999.
- Note (7) The pitot heater failure annunciation applies to any aeroplane issued with an individual CofA on or after 1 April 1998. It also applies before that date when: the aeroplane has an MCTOM of more than 5 700 kg and an MOPSC greater than 9.
- Note (8) Applicable only to aeroplanes with an MCTOM of more than 5 700 kg, or with an MPSCMOPSC of more than 9.

(...)

AMC2 CAT.IDE.A.280 Emergency locator transmitter (ELT)

TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS

- (a) The ELT required by this provision should be one of the following:

(...)

- (4) Survival ELT (ELT(S)). An ELT that is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by a survivor. An ELT(S) may be activated manually or automatically (e.g. by water activation). It should be designed either to be tethered to a life-raft or a survivor. **A water-activated ELT(S) is not an ELT(AP).**

(...)

GM1 CAT.IDE.H.130(a)(3) Operations under IFR — flight and navigational instruments and associated equipment

ALTIMETERS

Altimeters with counter drum-pointer or equivalent presentation are considered to be less susceptible to misinterpretation for helicopters operating above 10 000 ft.

(...)

AMC2 CAT.IDE.H.280 Emergency locator transmitter (ELT)

TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS

- (a) The ELT required by this provision should be one of the following:

(...)

- (4) Survival ELT (ELT(S)). An ELT that is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by a survivor. An ELT(S) may be activated manually or

automatically (e.g. by water activation). It should be designed either to be tethered to a life-raft or a survivor. A water-activated ELT(S) is not an ELT(AP).

(...)