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| **Denetleme İle İlgili Bilgiler** | |
| **Denetlenen İşletmenin Unvanı** |  |
| **Denetlemeyi Gerçekleştiren** |  |
| **Denetleme Tarihi** |  |
| **Denetleme Yeri** |  |
| **Denetleme Türü** |  |
| **Denetim Referansı** |  |

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| **Denetleme Heyeti** | |
| **Unvan** | **Adı Soyadı** |
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| **Görüşülen Kişiler** | |
| **Unvan** | **Adı Soyadı** |
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**Kontrol listesinde kullanılan kısaltmalar:**

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N/A: Uygulanabilir Değil

S: Sorulmadı

U: Uygun

UD: Uygun değil

BS: Bulgu seviyesi

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| # | | Ref. | Konu | N/A | S | U | UD | BS | Açıklamalar |
| **Operator Responsibilities** | | | | | | | | | |
| 1 | ORO.GEN.110 | | (a) The operator is responsible for the operation of the aircraft in accordance with Annex IV to Regulation (EC) No 216/2008, the relevant requirements of this Annex and its certificate.  (b) Every flight shall be conducted in accordance with the provisions of the operations manual.  (f) The operator shall establish procedures and instructions for the safe operation of each aircraft type, containing ground staff and crew member duties and responsibilities for all types of operation on the ground and in flight. These procedures shall not require crew members to perform any activities during critical phases of flight other than those required for the safe operation of the aircraft.  (g) The operator shall ensure that all personnel are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and that are pertinent to the performance of their duties.  (h) The operator shall establish a checklist system for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions to ensure that the operating procedures in the operations manual are followed. The design and utilisation of checklists shall observe human factors principles and take into account the latest relevant documentation from the aircraft manufacturer. | □ | □ | □ | □ | □ |  |
| 2 | AMC1 ORO.GEN.110  (f)(h) | | **Establishment Of Procedures**  (a) An operator should establish procedures to be followed by cabin crew covering at least:  (1) arming and disarming of slides;  (2) operation of cabin lights, including emergency lighting;  (3) prevention and detection of cabin, oven and toilet fires;  (4) actions to be taken when turbulence is encountered; and  (5) actions to be taken in the event of an emergency and/or an evacuation  (b) When establishing procedures and a checklist system for cabin crew with respect to the aircraft cabin, the operator should take into account at least the following duties: (Consider table below) | □ | □ | □ | □ | □ |  |
| **Number and Composition of Cabin Crew** | | | | | | | | | |
| 3 | ORO.CC.100 | | (a) The number and composition of cabin crew shall be determined in accordance with 7.a of Annex IV to Regulation (EC) No 216/2008, taking into account operational factors or circumstances of the particular flight to be operated. At least one cabin crew member shall be assigned for the operation of aircraft with an MOPSC of more than 19 when carrying one or more passenger(s).  (b) For the purpose of complying with (a), the minimum number of cabin crew shall be the greater of the following:  (1) the number of cabin crew members established during the aircraft certification process in accordance with the applicable certification specifications, for the aircraft cabin configuration used by the operator; or  (2) if the number under (1) has not been established, the number of cabin crew established during the aircraft certification process for the maximum certified passenger seating configuration reduced by 1 for everywhole multiple of 50 passenger seats of the aircraft cabin configuration used by the operator falling below the maximum certified seating capacity; or  (3) one cabin crew member for every 50, or fraction of 50, passenger seats installed on the same deck of the aircraft to be operated.  (c) For operations where more than one cabin crew member is assigned, the operator shall nominate one cabin crew member to be responsible to the pilot-in-command/commander. | □ | □ | □ | □ | □ |  |
| 4 | AMC1 ORO.CC.100 | | **Determination Of The Number And Composition Of Cabin Crew**  **(a)** When determining the minimum number of cabin crew required to operate aircraft engaged in commercial air transport operations, factors to be taken into account should include:  (1) the number of doors/exits;  (2) the type(s) of doors/exits and the associated assisting evacuation means;  (3) the location of doors/exits in relation to cabin crew stations and the cabin layout;  (4) the location of cabin crew stations taking into account direct view requirements and cabin crew  duties in an emergency evacuation including:  (i) opening floor level doors/exits and initiating stair or slide deployment;  (ii) assisting passengers to pass through doors/exits; and  (iii) directing passengers away from inoperative doors/exits, crowd control and passenger flow  management;  (5) actions required to be performed by cabin crew in ditching, including the deployment of sliderafts and the launching of life-rafts;  (6) additional actions required to be performed by cabin crew members when responsible for a pair of doors/exits; and  (7) the type and duration of the flight to be operated.  **(b)** When scheduling cabin crew for a flight, the operator should establish procedures that take account of the experience of each cabin crew member. The procedures should specify that the required cabin crew includes some cabin crew members who have at least 3 months experience as an operating cabin crew member. | □ | □ | □ | □ | □ |  |
| 5 | GM1 ORO.CC.100 | | **Minimum Number Of Cabin Crew**  **(a)** When determining the minimum required cabin crew for its specific aircraft cabin configuration, the  operator should:    (1) request information regarding the minimum number of cabin crew established by the aircraft  type certificate (TC) holder or other design organisation responsible for showing compliance with the evacuation requirements of the applicable certification specifications; and  (2) take into account the factors specified in AMC1 ORO.CC.100 as applicable.  **(b)** The number of cabin crew referred to in ORO.CC.100 (b)(1) means either:  (1) the number of cabin crew who actively participated in the aircraft cabin during the relevant emergency evacuation demonstration, or who were assumed to have taken part in the relevant analysis, carried out by the aircraft TC holder when demonstrating the maximum passenger seating capacity (MPSC) of the aircraft type at the time of initial type certifi cation; or  (2) a lower number of cabin crew who actively participated in a subsequent emergency evacuation demonstration, or who were assumed to have taken part in the relevant analysis, and for which approval has been obtained for a cabin configuration other than the MPSC, either by the TC holder or by another design organisation. The operator should obtain a clear indication of that number which is specified in the related documentation. If a lower number is not specified, the number of cabin crew established at the time of initial type certification applies. | □ | □ | □ | □ | □ |  |
| 6 | EASA SIB No:  2014-29  Issue Date:  24 October 2014 | | **Minimum Cabin Crew for Twin Aisle Aeroplanes**  Table 1 below specifies the minimum required cabin crew number resulting from exit arrangement only for twin aisle aeroplane types. In the majority of cases it is expected that these numbers will be valid.  Table 1 – Minimum Cabin Crew to Comply with ORO.CC.100 for Twin Aisle Aeroplanes    **Operator Responsibilities**  Ref. ORO.GEN.110 on Operator responsibilities,  ORO.CC.100, AMC1 ORO.CC.100 on Determination of the number and compositions of cabin crew and GM1 ORO.CC.100 on Minimum number of cabin crew. Ultimately, it is the responsibility of each operator, in coordination with the competent authority when approving the  Operations Manual, to determine if/where a higher minimum number of cabin crew is required to ensure passenger safety, also taking into account its particular type of operations and  any other particular circumstances, e.g. high number of special categories of passengers unable to assist themselves in case of an evacuation.  **Recommendation(s)**  Operators of twin aisle aeroplanes, in coordination with the competent authority, should review and update as necessary in accordance with this SIB the minimum required cabin crew number(s) currently specified in their Operations Manual. | □ | □ | □ | □ | □ |  |
| **Conditions for assignment to duties** | | | | | | | | | |
| 7 | ORO.CC.110 | | (a) Cabin crew members shall only be assigned to duties on an aircraft if they:    (1) are at least 18 years of age;  (2) have been assessed, in accordance with the applicable requirements of Annex IV (Part-MED) to Regulation (EU) No 1178/2011, as physically and mentally fit to perform their duties and discharge their responsibilities safely; and  (3) have successfully completed all applicable training and checking required by this Subpart and are competent to perform the assigned duties in accordance with the procedures specified in the operations manual. | □ | □ | □ | □ | □ |  |
| **Conduct of training courses and associated checking** | | | | | | | | | |
| 8 | GM1 ORO.CC.115 | | **Equipment And Procedures**  The following definitions apply for the purpose of training programmes, syllabi and the conduct of training and checking on equipment and procedures:  (a) ‘Safety equipment’ means equipment installed/carried to be used during day-to-day normal operations for the safe conduct of the flight and protection of occupants (e.g. seat belts, child restraint devices, safety card, safety demonstration kit).  (b) ‘Emergency equipment’ means equipment installed/carried to be used in case of abnormal and emergency situations that demand immediate action for the safe conduct of the flight and protection of occupants including life preservation (e.g. drop-out oxygen, crash axe, fi re extinguisher, protective breathing equipment, manual release tool, slide-raft).  (c) ‘Normal procedures’ means all procedures established by the operator in the operations manual for day-to-day normal operations (e.g. pre-flight briefing of cabin crew, pre-flight checks, passenger briefing, securing of galleys and cabin, cabin surveillance during flight).  (d) ‘Emergency procedures’ means all procedures established by the operator in the operations manual for abnormal and emergency situations. For this purpose, ‘abnormal’ refers to a situation that is not typical or usual, deviates from normal operation and may result in an emergency. | □ | □ | □ | □ | □ |  |
| **Senior Cabin Crew Member** | | | | | | | | | |
| 9 | ORO.CC.200 | | **(a)** When more than one cabin crew member is required, the composition of the cabin crew shall include a senior cabin crew member nominated by the operator.  **(b)** The operator shall nominate cabin crew members to the position of senior cabin crew member only if they:  (1) have at least one year of experience as operating cabin crew member; and  (2) have successfully completed a senior cabin crew training course and the associated check.  **(d)** The senior cabin crew member shall be responsible to the commander for the conduct and coordination of normal and emergency procedures specified in the operations manual, including for discontinuing non-safety-related duties for safety or security purposes.    **(e)** The operator shall establish procedures to select the most appropriately qualified cabin crew member to act as senior cabin crew member if the nominated senior cabin crew member becomes unable to operate. Changes to these procedures shall be notified to the competent authority. | □ | □ | □ | □ | □ |  |
| 10 | AMC1 ORO.CC.200 (d) | | **Responsibility To The Commander**  When the level of turbulence so requires, and in the absence of any instructions from the flight crew, the senior cabin crew member should be entitled to discontinue non-safety related duties and advise the flight crew of the level of turbulence being experienced and the need for the fasten seat belt signs to be switched on. This should be followed by the cabin crew securing the passenger cabin and other relevant areas. | □ | □ | □ | □ | □ |  |
| **Reduction of the Number of Cabin Crew During Ground Operations and In Unforeseen Circumstances** | | | | | | | | | |
| 11 | ORO.CC.205 | | **(a)** Whenever any passengers are on board an aircraft, the minimum number of cabin crew required in accordance with ORO.CC.100 shall be present in the passenger compartment.  **(b)** Subject to the conditions specified in (c), this number may be reduced:  (1) during normal ground operations not involving refuelling/defuelling when the aircraft is at its parking station; or  (2) in unforeseen circumstances if the number of passengers carried on the flight is reduced. In this case a report shall be submitted to the competent authority after completion of the flight.  **(c)** Conditions:  (1) procedures ensuring that an equivalent level of safety is achieved with the reduced number of cabin crew, in particular for evacuation of passengers, are established in the operations manual;  (2) the reduced cabin crew includes a senior cabin crew member as specified in ORO.CC. 200;  (3) at least one cabin crew member is required for every 50, or fraction of 50, passengers present on the same deck of the aircraft;  (4) in the case of normal ground operations with aircraft requiring more than one cabin crew member, the number determined in accordance with (c)(3) shall be increased to include one cabin crew member per pair of floor level emergency exits. | □ | □ | □ | □ | □ |  |
| 12 | AMC1 ORO.CC.205  (c)(1) | | **Procedures With Reduced Number Of Cabin Crew**  (a) During ground operations, if reducing the applicable minimum required number of cabin crew, the operator should ensure that the procedures required by ORO.CC.205 (c)(1) specify that:  (1) electrical power is available on the aircraft;  (2) a means of initiating an evacuation is available to the senior cabin crew member or at least one member of the flight crew is in the flight crew compartment;  (3) cabin crew stations and associated duties are specified in the operations manual; and  (4) cabin crew remain aware of the position of servicing and loading vehicles at and near the exits.  Additionally, in the case of passengers embarkation:  (5) the senior cabin crew member should have performed the pre-boarding safety briefing to the  cabin crew; and  (6) the pre-boarding cabin checks should have been completed.  **(b)** If, in unforeseen circumstances, the number of cabin crew members is reduced below the applicable minimum required number, for example in the event of incapacitation or unavailability of cabin crew, the procedures established for this purpose in the operations manual should take into consideration at least the following:  (1) reduction of passenger numbers;  (2) reseating of passengers with due regard to doors/exits and other applicable limitations; and  (3) relocation of cabin crew taking into account the factors specified in AMC1 ORO.CC.100 and any change of procedures. | □ | □ | □ | □ | □ |  |
| **Additional Conditions For Assignment to Duties** | | | | | | | | | |
| 13 | ORO.CC.210 | | Cabin crew members shall only be assigned to duties, and operate, on a particular aircraft type or variant if they:  **(a)** hold a valid attestation issued in accordance with Annex V (Part-CC) to Regulation (EU) No 290/2012;  **(b)** are qualified on the type or variant in accordance with this Subpart;  **(c)** comply with the other applicable requirements of this Subpart and Annex IV (Part-CAT);  **(d)** wear the operator’s cabin crew uniform. | □ | □ | □ | □ | □ |  |
| 14 | GM1 ORO.CC.210(d) | | **Operator’s Cabin Crew Uniform**  The uniform to be worn by operating cabin crew should be such as not to impede the performance of their duties, as required for the safety of passengers and flight during operations, and should allow passengers to identify the operating cabin crew including in an emergency situation. | □ | □ | □ | □ | □ |  |
| **Operation On More Than One Aircraft Type or Variant** | | | | | | | | | |
| 15 | ORO.CC.250 | | **(a)** A cabin crew member shall not be assigned to operate on more than three aircraft types, except that, with the approval of the competent authority, the cabin crewmember may be assigned to operate on four aircraft types if for at least two of the types:  (1) safety and emergency equipment and type-specific normal and emergency procedures are similar; and (2) non-type-specific normal and emergency procedures are identical.  **(b)** For the purpose of (a) and for cabin crew training and qualifications, the operator shall determine:  (1) each aircraft as a type or a variant taking into account, where available, the relevant data established in accordance with Regulation (EC) No 1702/2003 for the relevant aircraft type or variant; and (2) variants of an aircraft type to be different types if they are not similar in the following aspects:  (i) emergency exit operation;  (ii) location and type of portable safety and emergency equipment;  (iii) type-specific emergency procedures. | □ | □ | □ | □ | □ |  |
| 16 | GM1 ORO.CC.250 | | **Safety Briefing For Cabin Crew**  When changing aircraft type or variant during a series of flight sectors, the cabin crew safety briefing should include a representative sample of type-specific normal and emergency procedures and safety and emergency equipment applicable to the actual aircraft to be operated for the immediately subsequent flight sector. | □ | □ | □ | □ | □ |  |
| **Crew Responsibilities** | | | | | | | | | |
| 17 | CAT.GEN.MPA.100 | | **a)** The crew member shall be responsible for the proper execution of his/her duties that are:  (1) related to the safety of the aircraft and its occupants; and  (2) specified in the instructions and procedures in the operations manual.  **(b)** The crew member shall:  (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;  (2) report to the commander any incident that endangered, or could have endangered, the safety of the operation, if not already reported by another crew member;  (3) comply with the relevant requirements of the operator’s occurrence reporting schemes;  (4) comply with all flight and duty time limitations (FTL) and rest requirements applicable to their activities;  (5) when undertaking duties for more than one operator:  (i) maintain his/her individual records regarding flight and duty times and rest periods as referred to in applicable FTL requirements; and  (ii) provide each operator with the data needed to schedule activities in accordance with the applicable FTL requirements.  **(c)** The crew member shall not perform duties on an aircraft:  (1) when under the influence of psychoactive substances or alcohol or when unfit due to injury, fatigue, medication, sickness or other similar causes;  (2) until a reasonable time period has elapsed after deep water diving or following blood donation;  (3) if applicable medical requirements are not fulfilled;  (4) if he/she is in any doubt of being able to accomplish his/her assigned duties; or  (5) if he/she knows or suspects that he/she is suffering from fatigue as referred to in 7.f of Annex IV to Regulation (EC) No 216/2008 or feels otherwise unfit, to the extent that the flight may be endangered. | □ | □ | □ | □ | □ |  |
| 18 | AMC1 CAT.GEN.MPA.100(b) | | **Copies Of Reports**  Where a written report is required, a copy of the report should be communicated to the commander concerned unless the terms of the operator’s reporting schemes prevent this. | □ | □ | □ | □ | □ |  |
| 19 | AMC1 CAT.GEN.MPA.100(c)(1) | | **Alcohol Consumption**  The operator should issue instructions concerning the consumption of alcohol by crew members. The instructions should be not less restrictive than the following:  (a) no alcohol should be consumed less than 8 hours prior to the specified reporting time for a flight duty period or the commencement of standby;  (b) the blood alcohol level should not exceed the lower of the national requirements or 0.2 per thousand at the start of a flight duty period;  (c) no alcohol should be consumed during the flight duty period or whilst on standby. | □ | □ | □ | □ | □ |  |
| 20 | GM1 CAT.GEN.MPA.100(c)(2) | | **Elapsed Time Before Returning To Flying Duty**  24 hours is a suitable minimum length of time to allow after normal blood donation or normal recreational (sport) diving before returning to flying duties. This should be considered by operators when determining a reasonable time period for the guidance of crew members. | □ | □ | □ | □ | □ |  |
| **Personnel or crew members other than cabin crew in the passenger compartment** | | | | | | | | | |
| 21 | CAT.GEN.MPA.115 | | The operator shall ensure that personnel or crew members, other than operating cabin crew members, carrying out their  duties in the passenger compartment of an aircraft:  **(a)** are not confused by the passengers with operating cabin crew members;  **(b)** do not occupy required cabin crew assigned stations;  **(c)** do not impede operating cabin crew members in their duties. | □ | □ | □ | □ | □ |  |
| 22 | AMC1 CAT.GEN.MPA.115 (a) | | **Measures To Prevent Confusion By Passengers**  If personnel or crew members other than operating cabin crew members carry out duties in a passenger compartment, the operator should ensure that they do not perform tasks or wear a uniform in such a way that might identify them as members of the operating cabin crew. | □ | □ | □ | □ | □ |  |
| 23 | GM1 CAT.GEN.MPA.115 | | **Positioning Cabin Crew Members**  To prevent confusion by passengers and undue expectations in case of emergency, positioning cabin crew members should not wear, or should at least make invisible to passengers, parts of the operator’s cabin crew uniform, such as main jacket or crew signs or badges, that might identify them as members of the operating cabin crew. | □ | □ | □ | □ | □ |  |
| **Common Language** | | | | | | | | | |
| 24 | CAT.GEN.MPA.120 | | The operator shall ensure that all crew members can communicate with each other in a common language | □ | □ | □ | □ | □ |  |
| **Admission to Flight Crew Compartment** | | | | | | | | | |
| 25 | CAT.GEN.MPA.135 | | **(a)** The operator shall ensure that no person, other than a flight crew member assigned to a flight, is admitted to, or carried in, the flight crew compartment unless that person is:  (1) an operating crew member;  (2) a representative of the competent or inspecting authority, if required to be there for the performance of his/her official duties; or  (3) permitted by and carried in accordance with instructions contained in the operations manual.  **(b)** The commander shall ensure that:  (1) admission to the flight crew compartment does not cause distraction or interference with the operation of the flight; and  (2) all persons carried in the flight crew compartment are made familiar with the relevant safety procedures.  **(c)** The commander shall make the final decision regarding the admission to the flight crew compartment. | □ | □ | □ | □ | □ |  |
| **Portable Electronic Devices** | | | | | | | | | |
| 26 | CAT.GEN.MPA.140 | | The operator shall not permit any person to use a portable electronic device (PED) on board an aircraft that could adversely affect the performance of the aircraft’s systems and equipment, and shall take all reasonable measures to prevent such use. | □ | □ | □ | □ | □ |  |
| 27 | AMC1 CAT.GEN.MPA.140 | | General  **(a)** Scope  This AMC provides means to prevent that portable electronic devices (PEDs) on board aircraft adversely affect the performance of the aircraft’s systems and equipment. This AMC addresses operation of PEDs in the different aircraft zones - passenger compartment, flight compartment, and cargo compartments. Furthermore, it addresses the specific case of PEDs qualified and under configuration control by the operator — controlled PEDs (C-PEDs) — for which the operator gives some credit.  **(b)** Restrictions on the use of PEDs in the passenger compartment  If an operator permits passengers to use PEDs on board its aircraft, procedures should be in place to control their use. The operator should ensure that all crew members and ground personnel are trained to enforce the restrictions on this equipment in line with these procedures.  These procedures should ensure the following:  (1) As the general principle all PEDs (including transmitting PEDs (T-PEDs)) are switched-off at the start of the flight when the passengers have boarded and all doors have been closed, until a passenger door has been opened at the end of the flight.  (2) The following exceptions from the general principle may be granted under the responsibility of the operator:  (i) Medical equipment necessary to support physiological functions does not need to be switched-off.  (ii) The use of PEDs, excluding T-PEDs, may be permitted during all phases of flight.  (iii) T-PEDs may be used during non-critical phases of flight, excluding taxiing, if the aircraft is equipped with a system or otherwise certified allowing the operation of such technology during flight. The restrictions coming from the corresponding aircraft certification as documented in the aircraft flight manual (AFM), or equivalent document(s), stay in force.  (iv) The use of C-PEDs during critical phases of flight, however, may only be permitted if the operator has accounted for this situation in its assessment.  (v) The commander may permit the use of any kind of PED when the aircraft is stationary during prolonged departure delays, provided that sufficient time is available to check the passenger compartment before the flight proceeds. Similarly, after landing, the commander may authorise the use of any kind of PED in the event of a prolonged delay for a parking/gate position (even though doors are closed and the engines are running).  **(3)** Announcements should be made during boarding of the aircraft to inform passengers of the restrictions applicable to PEDs (in particular to T-PEDs) before fastening their seat belts.  **(4)** Where in-seat electrical power supplies are available for passenger use, the following should apply:  (i) information cards giving safety instructions are provided to the passengers;  (ii) PEDs should be disconnected from any in-seat electrical power supply during taxiing, take-off, approach, landing, and during abnormal or emergency conditions; and  (iii) flight crew and cabin crew should be aware of the proper means to switch-off in-seat power supplies used for PEDs.  **(5)** During boarding and any phase of flight:  (i) appropriate coordination between flight crew and cabin crew is defined to deal with interference or other safety problems associated with PEDs;  (ii) passenger use of equipment during the flight is monitored;  (iii) suspect equipment is switched off; and  (iv) particular attention is given to passenger misuse of equipment that could include a built-in transmitting function.  **(6)** Thermal runaways of batteries, in particular lithium batteries, and potential resulting fire can be handled properly.  **(7)** Appropriate coordination between flight crew and cabin crew should be defined to deal with interference or other safety problems associated with PEDs.  **(8)** The commander may for any reason and during any phase of flight require deactivation and stowage of PEDs.  **(9)** Occurrences of suspected or confirmed interference that have potential safety implications should be reported to the competent authority. Where possible, to assist follow-up and technical investigation, reports should describe the offending device, identify the brand name and model number, its location in the aircraft at the time of the occurrence, interference symptoms and the results of actions taken by the crew.  The cooperation of the device owner should be sought by obtaining contact details.  **(10)** Special requests to operate a PED or T-PED during any phase of the flight for specific reasons (e.g. for security measures) should be handled properly. | □ | □ | □ | □ | □ |  |
| 27 | GM1 CAT.GEN.MPA.140 | | Definitions  **(a)** Definition and categories of PEDs  PEDs are any kind of electronic device, typically but not limited to consumer electronics, brought on board the aircraft by crew members, passengers, or as part of the cargo and that are not included in the approved aircraft configuration. All equipment that is able to consume electrical energy falls under this definition. The electrical energy can be provided from internal sources as batteries (chargeable or non-rechargeable) or the devices may also be connected to specific aircraft power sources.  PEDs fall into three categories:  (1) Non-intentional transmitters can non-intentionally radiate RF transmissions. This category includes, but is not limited to, computing equipment, cameras, radio receivers, audio and video reproducers, electronic games and toys. In addition, portable, non-transmitting devices provided to assist crew members in their duties are included in this category. The category is identified as PED.  (2) Intentional transmitters can radiate RF transmissions on specific frequencies as part of their intended function. In addition, they may radiate non-intentional transmissions like any PED. The term ‘transmitting PED’ (T-PED) is used to identify the transmitting capability of the PED. Intentional transmitters are transmitting devices such as RF-based remote control equipment, which may include some toys, two-way radios (sometimes referred to as ‘private mobile radio’), mobile phones of any type, satellite phones, computer with mobile phone data connection, wireless fidelity (WIFI) or Bluetooth capability. After deactivation of the transmitting capability, e.g. by activating the so-called ‘flight mode’ or ‘flight safety mode’, the T-PED remains a PED having non-intentional emissions.  (3) A controlled PED (C-PED) is subject to administrative control by the operator. This will include, inter alia, tracking the location of the devices to specific aircraft or persons and ensuring that no unauthorised changes are made to the hardware, software or databases. A controlled PED will also be subject to procedures to ensure that it is maintained to the latest amendment state. C-PEDs can be assigned to the category of non-intentional transmitters (PEDs) or intentional transmitters (T-PEDs).  (b) Definition of the switched-off status  Many PEDs are not completely disconnected from the internal power source when switched off. The switching function may leave some remaining functionality e.g. data storage, timer, clock, etc. These devices can be considered switched off when in the deactivated status. The same applies to devices having no transmit capability and operated by coin cells without further deactivation capability, e.g. wrist watches. | □ | □ | □ | □ | □ |  |
| 28 | GM2 CAT.GEN.MPA.140 | | FIRE CAUSED BY Peds  A detailed discussion of fire caused by PEDs can be found in CAA UK CAP 789 edition 2, chapter 31, section 6 Fires in the cabin caused by PEDs3 and CAA PAPER 2003/4, Dealing With In-Flight Lithium Battery Fires in Portable Electronic Devices, M.J. Lain, D.A. Teagle, J. Cullen, V. Dass4. | □ | □ | □ | □ | □ |  |
| 29 | UOD – 2014/15 sayılı  Taşınabilir Elektronik Cihazları Genelgesi | | İşletici, aşağıda belirtilen hususlar çerçevesinde taşınabilir elektronik cihazların uçuş esnasında kullanımlarına müsaade edilmesi amacıyla gerekli tedbirleri almış mıdır?  **1.** Uçuş Öncesinde;  **(a)** Taşınabilir elektronik cihazların uçakta kullanılmasına izin vermeden önce, bu cihazların uçağın emniyetle işletilmesine etkisinin olmadığına emin olacaktır. İşletici, taşınabilir elektronik cihazların uçağın elektronik sistemlerini, donanımını ve özellikle seyrüsefer ve iletişim sistemlerini etkilemediğini garanti altına alacaktır.  **(b)** Taşınabilir elektronik cihazların kullanım şartlarını değerlendirirken hava aracının değişik bölümlerindeki etkisinin farklı olabileceğini (Yolcu bölümü, kokpit ve uçuş esnasında ulaşılamayacak bölümler) göz önüne alacaktır.  **(c)** Taşınabilir elektronik cihazların uçuş esnasında kullanım şartlarını kesin olarak tanımlayacak, ne tip hava araçlarında, ne zaman ve hangi koşullar altında kullanılabileceğini belirleyecektir.  **(ç)** Seyahat öncesinde yolcuların bilgilendirilmesi maksadıyla mevcut iletişim vasıtalarında (İnternet, yazılı ve görsel medya vb.) uygulama usullerini ayrıntılı olarak sunacaktır.  **(d)** Taşınabilir elektronik cihazların uçuş esnasında kullanılmasına izin verilmesi halinde, bu cihazların kullanım şeklini değerlendiren ve hava aracının bu cihazların gönderdiği sinyallerden etkilenmediğini garanti eden bir prosedür geliştirilecektir. Bu prosedür, kontrolü tamamıyla işletici inisiyatifinde olmak üzere taşınabilir elektronik cihazlar için verilecek brifingi, kullanımını ve muhafazası ile ilgili hususları ayrıntılı olarak içerecek, ve ayrıca bu prosedür hakkında bütün mürettebat ve yer personeline eğitim verilecektir.  **2.** Uçuş Esnasındaki genel hususlar;  **(a)** İşletici tarafından aşağıdaki usullerin uygulanması durumunda uçuş mürettebatının mevcut görevlerine yardımcı olmak maksadıyla, taşınabilir elektronik cihazların kullanımına izin verebilecektir;  (1) Taşınabilir elektronik cihazların kullanımına ilişkin hususlar işletme el kitabında belirtilecektir.  (2) Taşınabilir elektronik cihazlar, uçuş esnasında herhangi bir risk oluşturmaması için sabitlenmek suretiyle kullanılacaktır.  **(b)** Uçakta yolcular tarafından kullanılmakta olan taşınabilir elektronik cihazlar için kullanılabilir elektrik güç kaynaklarının bulunması durumunda aşağıdakiler usuller uygulanacaktır:  (1) Bu güç kaynaklarını kullanacak yolcular için ilgili güvenlik talimatlarını içeren bilgilendirme kartları verilecektir.  (2) Taşınabilir elektronik cihazların, uçuşun taksi, kalkış, yaklaşma ve iniş safhaları ile birlikte, anormal koşullar ve acil durumlarda,  koltuklardaki elektrik güç ünitelerinden çıkartılması ve kapatılarak emniyete alınması sağlanacaktır.  **3.** Risk Analizi;  **(a)** Taşınabilir elektronik cihazların kullanımından kaynaklanabilecek güvenliği tehdit eden hususları belirleyecek ve sistem ve donanıma ait ortak risklerin yönetilmesi için ilgili usulleri uygulayacaktır. Risk değerlendirmesi aşağıdaki hususlar göz önüne alınarak yapılacaktır;  (1) Hava aracının değişik bölümlerinde ve uçuşun farklı safhalarında kullanımı,  (2) Türbülans esnasında kullanımı,  (3) Uygun şekilde muhafaza edilip edilmediği,  (4) Tahliye esnasında engel oluşturup oluşturmadığı,  (5) Yolcuların taşınabilir elektronik cihazları kapatmayı, uygun şekilde muhafaza etmeyi veya uçuş moduna almayı ret ederek ikaz ve uyarılara uymadıkları durumlardaki hareket tarzları,  (6) Batarya yangınları.  **(b)** Taşınabilir elektronik cihazların kullanımına ilişkin esasların yer aldığı her bir  uçak tipine özgü Yolcu Emniyet Bilgilendirme Kartlarında, söz konusu cihazların kullanımına yönelik standart uygulama usullerini belirtecektir.  **(c)** Taşınabilir elektronik cihazlar ile ilgili olarak ortaya çıkabilecek olası bir karışıklık durumunda veya emniyet ve güvenlik ihlaline sebep olabilecek vakalarda, kokpit ve kabin mürettebatı arasında uygun ve etkin bir koordinasyonun sağlanmasına yönelik tutarlı ve adil bir yaklaşım sergilenebilmesi için standart uygulama usulleri belirleyecektir.  **(ç)** Güvenlik uygulamalarına etkisi tespit edilmiş olayları veya şüpheli durumları gecikmeksizin rapor edecektir. Teknik soruşturma sürecine yardımcı olmak maksadıyla ilgili raporda şüpheli cihazın markası, modeli, olayın olduğu anda hava aracındaki konumu, uçuşun hangi safhasında meydana geldiği, karıştırmanın etkileri, kullanıcının belirteceği diğer hususlar ve mürettebat tarafından alınan önlemler belirtilecektir.  **4.** Uçuş esnasında mürettebat tarafından takip edilecek hususlar;  **(a)** Taşınabilir elektronik cihazların kullanımına ait uygulamalar, yolcular emniyet kemerlerini bağlamadan önce anons edilecek ve uçuş mürettebatı tarafından verilen talimatlara her koşulda riayet edilmesi gerektiği açıkça belirtilecektir.  **(b)** Taşınabilir elektronik cihazların uygun şekilde kullanıldığına dikkat edilecek, şüphe halinde cihazın kapatılması sağlanacak ve cihazlardaki batarya sızıntılarına ve aşırı ısınmaya gerekli şekilde müdahale edilecektir.  **(c)** Uçuş esnasında, özellikle bagaj bölmesinde olup, ulaşılması mümkün olamayacak bir konumda bulunan taşınabilir elektronik cihazların kapatılmasını sağlayacaktır.  **(ç)** Uçuşun herhangi bir safhasında kaptan pilot tarafından gerekli görüldüğü takdirde taşınabilir elektronik cihazları kapattırılabilecektir.  **5.** İstisnalar;  Fiziksel fonksiyonları desteklemek maksadıyla kullanılan tıbbi cihazlar her an kullanılabilecektir. Bu cihazların kapatılmasına gerek yoktur.  **6.** Diğer Hususlar;  İşleticiler bu genelgede bahsi geçen hususlarla ilgili olarak, taşınabilir elektronik cihazların kullanımının uçağın elektronik sistemlerini, donanımını ve özellikle seyrüsefer ve iletişim sistemlerini olumsuz olarak etkilemediğini garanti altına alamadıkları durumlarda 21.01.2014 tarih ve 65355440-403.03.04/77 sayılı Taşınabilir Elektronik Cihazlar (TEC) Genelgesi hükümlerine göre faaliyetlerine devam edeceklerdir.  Yukarıda ayrıntılı olarak belirtilen usuller çerçevesinde, hava araçlarında kullanılacak  olan her türdeki taşınabilir elektronik cihazların, uçuş emniyetini olumsuz etkilemeden kullanılması adına gerekli tüm tedbirlerin alındığına dair Sivil Havacılık Genel Müdürlüğüne taahhütte bulunacaklardır. | □ | □ | □ | □ | □ |  |
| **Carriage of weapons of war and munitions of war** | | | | | | | | | |
| 30 | CAT.GEN.MPA.155 | | **(a)** The operator shall only transport weapons of war or munitions of war by air if an approval to do so has been granted by all States whose airspace is intended to be used for the flight .  **(b)** Where an approval has been granted, the operator shall ensure that weapons of war and munitions of war are:  (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and  (2) in the case of firearms, unloaded.  **(c)** The operator shall ensure that, before a flight begins, the commander is notified of the details and location on board the aircraft of any weapons of war and munitions of war  intended to be carried. | □ | □ | □ | □ | □ |  |
| 31 | GM1 CAT.GEN.MPA.155 | | **Weapons Of War And Munıtıons Of War**  **(a)** There is no internationally agreed definition of weapons of war and munitions of war. Some States may have defined them for their particular purposes or for national need.  **(b)** It is the responsibility of the operator to check, with the State(s) concerned, whether or not a particular weapon or munition is regarded as a weapon of war or munitions of war. In this context, States that may be concerned with granting approvals for the carriage of weapons of war or munitions of war are those of origin, transit, overflight and destination of the consignment and the State of the operator.  **(c)** Where weapons of war or munitions of war are also dangerous goods by definition (e.g. torpedoes, bombs, etc.), CAT.GEN.MPA.200 Transport of dangerous goods also applies. | □ | □ | □ | □ | □ |  |
| **Carriage of sporting weapons and ammunition** | | | | | | | | | |
| 32 | CAT.GEN.MPA.160 | | **(a)** The operator shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to the operator.  **(b)** The operator accepting the carriage of sporting weapons shall ensure that they are:  (1) stowed in the aircraft in a place that is inaccessible to passengers during flight; and  (2) in the case of firearms or other weapons that can contain ammunition, unloaded.  **(c)** Ammunition for sporting weapons may be carried in passengers’ checked baggage,  subject to certain limitations, in accordance with the Technical Instructions. | □ | □ | □ | □ | □ |  |
| 33 | GM1 CAT.GEN.MPA.160 | | **Sporting Weapons**  (a) There is no internationally agreed definition of sporting weapons. In general, it may be any weapon that is not a weapon of war or munitions of war. Sporting weapons include hunting knives, bows and other similar articles. An antique weapon, which at one time may have been a weapon of war or munitions of war, such as a musket, may now be regarded as a sporting weapon.  (b) A firearm is any gun, rifle or pistol that fires a projectile.  (c) The following firearms are generally regarded as being sporting weapons:  (1) those designed for shooting game, birds and other animals;  (2) those used for target shooting, clay-pigeon shooting and competition  shooting, providing the weapons are not those on standard issue to military  forces; and  (3) airguns, dart guns, starting pistols, etc.  (d) A firearm, which is not a weapon of war or munitions of war, should be treated as a  sporting weapon for the purposes of its carriage on an aircraft. | □ | □ | □ | □ | □ |  |
| **Alcohol and drugs** | | | | | | | | | |
| 35 | CAT.GEN.MPA.170 | | The operator shall take all reasonable measures to ensure that no person enters or is in an aircraft when under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered. | □ | □ | □ | □ | □ |  |
| 36 | Uçuş Personeli Alkol Ve Psikoaktif Madde Kontrollerine İlişkin  Talimat (SHT-3M)  Md. 12 (1) | | **a)** Filosunda beş veya daha fazla hava aracı bulunması durumunda Talimatın yayımı tarihinden itibaren en geç bir yıl içinde uçuş personelinin, ayrıca gerek gördüğü hallerde diğer personelin görevi esnasında psikoaktif madde veya limit dışı alkol kullanımını tespit etmeye ve önlemeye yönelik gerekli düzenlemeleri yapmakla, tedbirleri almakla ve bu amaçla yapılan düzenlemeye ilgili el kitabında yer vermekle yükümlüdür.  **b)** Çalışan personelinin görevi esnasında psikoaktif madde veya limit dışı alkol kullanımını tespit etmeye yönelik yapılacak rastgele tarama testlerinin söz konusu personelin yılda en az %10’unu test edecek şekilde olmasını sağlamakla ve sonuçları Genel Müdürlüğe bildirmekle yükümlüdür.  **d)** Alkol ve/veya psikoaktif madde testlerinden herhangi birisinin pozitif olması durumunda uçuş görevi planlamadan önce ilgili personelin psikoaktif madde veya limit dışı alkol kullanımı hususlarında göreve uygun olup olmadığının belirlenebilmesi için Genel Müdürlükçe yetkili havacılık tıp merkezlerince kontrolünün yapılarak durumunun raporlanmasını sağlamakla ve Genel Müdürlüğe bildirmekle yükümlüdür.  **e)** Uçuş personelinin, hastalığı sebebiyle ilaç kullanması gereken durumlarda, uçuş görevini emniyetli şekilde yapmaya uygun olup olmadığı hususunun belirlenmesi amacıyla havacılık tıp merkezlerince değerlendirilmesini sağlamakla yükümlüdür.  **f)** Alkol ve psikoaktif madde tarama ve doğrulama testlerine ilişkin tüm kayıtları gizliliğe ve güvenliğe riayet ederek doküman prosedürlerine uygun şekilde saklamakla yükümlüdür. | □ | □ | □ | □ | □ |  |
| 37 | SHT-3M  Md. 15 (1) | | **a)** Genel Müdürlük denetçi personeli tarafından uygulanan tarama testlerinden herhangi birisine ilişkin pozitif sonuç elde edilirse, test uygulanan kişi uçuş görevinden men edilir, durum çalıştığı sivil havacılık işletmesine bildirilir, “Sivil Havacılık Genel Müdürlüğü Tarafından Verilecek İdari Para Cezaları Hakkında Yönetmelik (SHY-İPC)” kapsamında idari para cezası uygulanır ve bu Talimatın 12 nci maddesinin 1 inci fıkrasının (ç) bendi kapsamında takibi yapılır.  **(b)** Genel Müdürlük denetçi personeli tarafından uygulanacak tarama testlerini yaptırmak istemeyen uçuş personeli test açışından pozitif kabul edilir, uçuş görevinden men edilir, durum çalıştığı sivil havacılık işletmesine bildirilir ve SHY-İPC kapsamında idari para cezası uygulanır.  **(c)** Tarama ve/veya doğrulama testi için numune alımı esnasında numuneyi etkileyecek şekilde davrananlar ile sorumluluklarına aykırı davrananların test sonuçları pozitif olarak varsayılır,uçuş görevinden men edilir, durum çalıştığı sivil havacılık işletmesine bildirilir ve SHY-İPC kapsamında idari para cezası uygulanır. | □ | □ | □ | □ | □ |  |
| **Endangering Safety** | | | | | | | | | |
| 38 | CAT.GEN.MPA.175 | | The operator shall take all reasonable measures to ensure that no person recklessly or negligently acts or omits to act so as to:  **(a)** endanger an aircraft or person therein; or  **(b)** cause or permit an aircraft to endanger any person or property. | □ | □ | □ | □ | □ |  |
| **Documents, manuals and information to be carried** | | | | | | | | | |
| 39 | CAT.GEN.MPA.180 | | (a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:  (15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members; | □ | □ | □ | □ | □ |  |
| **Transport of dangerous goods** | | | | | | | | | |
| 40 | CAT.GEN.MPA.200 | | (c) An operator shall establish procedures to ensure that all reasonable measures are taken to prevent dangerous goods from being carried on board inadvertently.  (d) The operator shall provide personnel with the necessary information enabling them to carry out their responsibilities, as required by the Technical Instructions.  (e) The operator shall, in accordance with the Technical Instructions, report without delay to the competent authority and the appropriate authority of the State of occurrence in the event of:  (1) any dangerous goods accidents or incidents;  (2) the discovery of undeclared or misdeclared dangerous goods in cargo or mail; or  (3) the finding of dangerous goods carried by passengers or crew members, or in their  baggage, when not in accordance with Part 8 of the Technical Instructions. | □ | □ | □ | □ | □ |  |
| 41 | AMC1 CAT.GEN.MPA.200(e) | | Dangerous Goods Accident And Incident Reporting  (a) Any type of dangerous goods accident or incident, or the finding of undeclared or misdeclared dangerous goods should be reported, irrespective of whether the dangerous goods are contained in cargo, mail, passengers’ baggage or crew baggage. For the purposes of the reporting of undeclared and misdeclared dangerous goods found in cargo, the Technical Instructions considers this to include items of operators’ stores that are classified as dangerous goods.  (b) The first report should be dispatched within 72 hours of the event. It may be sent by any means, including e-mail, telephone or fax. This report should include the details that are known at that time, under the headings identified in (c). If necessary, a subsequent report should be made as soon as possible giving all the details that were not known at the time the first report was sent. If a report has been made verbally, written confirmation should be sent as soon as possible. | □ | □ | □ | □ | □ |  |
| **Carriage of special categories of passengers (SCPs)** | | | | | | | | | |
| 42 | CAT.OP.MPA.155 | | **(a)** Persons requiring special conditions, assistance and/or devices when carried on a flight shall be considered as SCPs including at least:  (1) persons with reduced mobility (PRMs) who, without prejudice to Regulation (EC) No 1107/2006, are understood to be any person whose mobility is reduced due to any physical disability, sensory or locomotory, permanent or temporary, intellectual disability or impairment, any other cause of disability, or age;  (2) infants and unaccompanied children; and  (3) deportees, inadmissible passengers or prisoners in custody.  **(b)** SCPs shall be carried under conditions that ensure the safety of the aircraft and its  occupants according to procedures established by the operator.  **(c)** SCPs shall not be allocated, nor occupy, seats that permit direct access to emergency  exits or where their presence could:  (1) impede crew members in their duties;  (2) obstruct access to emergency equipment; or  (3) impede the emergency evacuation of the aircraft.  **(d)** The commander shall be notified in advance when SCPs are to be carried on board. | □ | □ | □ | □ | □ |  |
| **Stowage of baggage and cargo** | | | | | | | | | |
| 43 | CAT.OP.MPA.160 | | The operator shall establish procedures to ensure that:  **(a)** only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and  **(b)** all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement. | □ | □ | □ | □ | □ |  |
| 44 | AMC1  CAT.OP.MPA.160 | | **Stowage Procedures**  Procedures established by the operator to ensure that hand baggage and cargo are adequately and securely stowed should take account of the following:  **(a)** each item carried in a cabin should be stowed only in a location that is capable of  restraining it;  **(b)** weight limitations placarded on or adjacent to stowages should not be exceeded;  **(c)** under seat stowages should not be used unless the seat is equipped with a restraint bar and the baggage is of such size that it may adequately be restrained by this equipment;  **(d)** items should not be stowed in lavatories or against bulkheads that are incapable of  restraining articles against movement forwards, sideways or upwards and unless  the bulkheads carry a placard specifying the greatest mass that may be placed  there;  **(e)** baggage and cargo placed in lockers should not be of such size that they prevent  latched doors from being closed securely;  **(f)** baggage and cargo should not be placed where it can impede access to emergency equipment; and  **(g)** checks should be made before take-off, before landing and whenever the ‘fasten seat belts’ signs are illuminated or it is otherwise so ordered to ensure that baggage is stowed where it cannot impede evacuation from the aircraft or cause injury by falling (or other movement), as may be appropriate to the phase of flight. | □ | □ | □ | □ | □ |  |
| 45 | AMC2 CAT.OP.MPA.160 | | **Carriage Of Cargo In The Passenger Compartement**  The following should be observed before carrying cargo in the passenger compartment:  **(a)** for aeroplanes:  (1) dangerous goods should not be allowed; and  (2) a mix of passengers and live animals should only be allowed for pets  weighing not more than 8 kg and guide dogs;  **(b)** for aeroplanes and helicopters:  (1) the mass of cargo should not exceed the structural loading limits of the floor  or seats;  (2) the number/type of restraint devices and their attachment points should be  capable of restraining the cargo in accordance with applicable certification  specifications; and  (3) the location of the cargo should be such that, in the event of an emergency  evacuation, it will not hinder egress nor impair the crew’s view. | □ | □ | □ | □ | □ |  |
| **Passenger Seating** | | | | | | | | | |
| 46 | CAT.OP.MPA.165 | | The operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they are able to assist and not hinder evacuation of the aircraft. | □ | □ | □ | □ | □ |  |
| 47 | AMC1 CAT.OP.MPA.165 | | **Procedures**  The operator should make provision so that:  **(a)** those passengers who are allocated seats that permit direct access to emergency exits appear to be reasonably fit, strong and able to assist the rapid evacuation of the aircraft in an emergency after an appropriate briefing by the crew;  **(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. | □ | □ | □ | □ | □ |  |
| 48 | AMC2 CAT.OP.MPA.165 | | **Access To Emergency Exits**  The following categories of passengers are among those who should not be allocated to, or directed to, seats that permit direct access to emergency exits:  **(a)** passengers suffering from obvious physical or mental disability to the extent that they would have difficulty in moving quickly if asked to do so;  **(b)** passengers who are either substantially blind or substantially deaf to the extent that they might not readily assimilate printed or verbal instructions given;  **(c)** passengers who because of age or sickness are so frail that they have difficulty in moving quickly;  **(d)** passengers who are so obese that they would have difficulty in moving quickly or reaching and passing through the adjacent emergency exit;  **(e)** children (whether accompanied or not) and infants;  **(f)** deportees, inadmissible passengers or persons in custody; and  **(g)** passengers with animals. | □ | □ | □ | □ | □ |  |
| **Passenger briefing** | | | | | | | | | |
| 49 | CAT.OP.MPA.170 | | The operator shall ensure that passengers are:  **(a)** given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and    **(b)** provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers. | □ | □ | □ | □ | □ |  |
| 50 | AMC1 CAT.OP.MPA.170 | | **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;  (ii) back of the seat to be in the upright position and tray table stowed;  (iii) location of emergency exits;  (iv) location and use of floor proximity escape path markings;  (v) stowage of hand baggage;  (vi) the use and stowage of portable electronic devices; and  (vii) the location and the contents of the safety briefing card; 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 and use of oxygen equipment, if required. Passengers should also be briefed to extinguish all smoking materials when oxygen is being used; and  (iii) the location and use of life-jackets, if required.  **(b)** After take-off  (1) passengers should be reminded of the following, if applicable:  (i) smoking regulations; and  (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.  **(c)** Before landing  (1) passengers should be reminded of the following, if applicable:  (i) smoking regulations;  (ii) use of safety belts or restraint systems;  (iii) back of the seat to be in the upright position and tray table stowed;  (iv) re-stowage of hand baggage; and  (v) the use and stowage of portable electronic devices.  **(d)** After landing  (1) passengers should be reminded of the following:  (i) smoking regulations; and  (ii) use of safety belts and/or restraint systems.  **(e)** Emergency during flight:  (1) passengers should be instructed as appropriate to the circumstances. | □ | □ | □ | □ | □ |  |
| 51 | AMC1 CAT.OP.MPA.170 | | **Passenger Briefing**  **(a)** The operator may replace the briefing/demonstration as set out in AMC1 CAT.OP.MPA.170 with a passenger training programme covering all safety and emergency procedures for a given type of aircraft.  **(b)** Only passengers who have been trained according to this programme and have flown on the aircraft type within the last 90 days may be carried on board without receiving a briefing/demonstration. | □ | □ | □ | □ | □ |  |
| **Refuelling/defuelling with passengers embarking, on board or disembarking** | | | | | | | | | |
| 52 | CAT.OP.MPA.195 | | **(a)** An aircraft shall not be refuelled/defuelled with Avgas (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are embarking, on board or disembarking.  **(b)** For all other types of fuel, necessary precautions shall be taken and the aircraft shall be properly manned by qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available. | □ | □ | □ | □ | □ |  |
| 53 | AMC1 CAT.OP.MPA.195 | | **Operational Procedures — General**  **(a)** When refuelling/defuelling with passengers on board, ground servicing activities and work inside the aircraft, such as catering and cleaning, should be conducted in such a manner that they do not create a hazard and allow emergency evacuation to take place through those aisles and exits intended for emergency evacuation.  **(b)** The deployment of integral aircraft stairs or the opening of emergency exits as a  prerequisite to refuelling is not necessarily required.  **(c)** Operational procedures should specify that at least the following precautions are  taken:  (1) one qualified person should remain at a specified location during fuelling operations with passengers on board. This qualified person should be capable of handling emergency procedures concerning fire protection and firefighting, handling communications, and initiating and directing an evacuation;  (2) two-way communication should be established and should remain available by  the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane; the involved personnel should remain within easy reach of the system of communication;  (3) crew, personnel and passengers should be warned that re/defuelling will take place;  (4) ‘Fasten Seat Belts’ signs should be off;  (5) ‘NO SMOKING’ signs should be on, together with interior lighting to enable emergency exits to be identified;  (6) passengers should be instructed to unfasten their seat belts and refrain from smoking;  (7) the minimum required number of cabin crew should be on board and be prepared for an immediate emergency evacuation;  (8) if the presence of fuel vapour is detected inside the aeroplane, or any other hazard arises during re/defuelling, fuelling should be stopped immediately;  (9) the ground area beneath the exits intended for emergency evacuation and slide deployment areas should be kept clear at doors where stairs are not in position for use in the event of evacuation; and  (10) provision is made for a safe and rapid evacuation. | □ | □ | □ | □ | □ |  |
| **Crew members at stations** | | | | | | | | | |
| 54 | CAT.OP.MPA.210 | | **(b)** Cabin crew members  During critical phases of flight, each cabin crew member shall be seated at the assigned station and shall not perform any activities other than those required for the safe operation of the aircraft. | □ | □ | □ | □ | □ |  |
| 55 | AMC1 CAT.OP.MPA.210(b) | | **Cabin Crew Seating Positions**  **(a)** When determining cabin crew seating positions, the operator should ensure that they are:  (1) close to a floor level door/exit;  (2) provided with a good view of the area(s) of the passenger cabin for which the cabin crew member is responsible; and  (3) evenly distributed throughout the cabin, in the above order of priority.  **(b)** Item (a) should not be taken as implying that, in the event of there being more cabin crew stations than required cabin crew, the number of cabin crew members should be increased. | □ | □ | □ | □ | □ |  |
| 56 | GM1 CAT.OP.MPA.210 | | **Mitigating Measures — Controlled Rest**  **(a)** This GM addresses controlled rest taken by the minimum certified flight crew. It is not related to planned in-flight rest by members of an augmented crew.  **(b)** Although flight crew members should stay alert at all times during flight, unexpected fatigue can occur as a result of sleep disturbance and circadian disruption. To cover for this unexpected fatigue, and to regain a high level of alertness, a controlled rest procedure in the flight crew compartment, organised by the commander may be used, if workload permits and a controlled rest procedure is described in the operations manual. ‘Controlled rest’ means a period of time ‘off task’ that may include actual sleep. The use of controlled rest has been shown to significantly increase the levels of alertness during the later phases of flight, particularly after the top of descent, and is considered to be good use of crew resource management (CRM) principles. Controlled rest should be used in conjunction with other on-board fatigue management countermeasures such as physical exercise, bright cockpit illumination at appropriate times, balanced eating and drinking, and intellectual activity.  **(c)** Controlled rest taken in this way should not be considered to be part of a rest period for the purposes of calculating flight time limitations, nor used to justify any duty period. Controlled rest may be used to manage both sudden unexpected fatigue and fatigue that is expected to become more severe during higher workload periods later in the flight. Controlled rest is not related to fatigue management, which isplanned before flight.  **(d)** Controlled rest periods should be agreed according to individual needs and the accepted principles of CRM; where the involvement of the cabin crew is required, consideration should be given to their workload.  **(e)** When applying controlled rest procedures, the commander should ensure that:  (1) the other flight crew member(s) is (are) adequately briefed to carry out the duties of the resting flight crew member;  (2) one flight crew member is fully able to exercise control of the aircraft at all times; and  (3) any system intervention that would normally require a cross-check according to multi-crew principles is avoided until the resting flight crew member resumes his/her duties.  **(f)** Controlled rest procedures should satisfy all of the following criteria:  (1) Only one flight crew member at a time should take rest at his/her station; the restraint device should be used and the seat positioned to minimise unintentional interference with the controls.  (2) The rest period should be no longer than 45 minutes (in order to limit any actual sleep to approximately 30 minutes) to limit deep sleep and associated long recovery time (sleep inertia).  (3) After this 45-minute period, there should be a recovery period of 20 minutes to overcome sleep inertia during which control of the aircraft should not be entrusted to the flight crew member. At the end of this recovery period, an appropriate briefing should be given.  (4) In the case of two-crew operations, means should be established to ensure that the non-resting flight crew member remains alert. This may include:  (i) appropriate alarm systems;  (ii) on-board systems to monitor flight crew activity; and  (iii) frequent cabin crew checks. In this case, the commander should inform the senior cabin crew member of the intention of the flight crew member to take controlled rest, and of the time of the end of that rest; frequent contact should be established between the non-resting flight crew member and the cabin crew by communication means, and the cabin crew should check that the resting flight crew member is awake at the end of the period.  (5) There should be a minimum of 20 minutes between two subsequent controlled rest periods in order to overcome the effects of sleep inertia and allow for adequate briefing.  (6) If necessary, a flight crew member may take more than one rest period, if time permits, on longer sectors, subject to the restrictions above.  (7) Controlled rest periods should terminate at least 30 minutes before thetop of descent. | □ | □ | □ | □ | □ |  |
| **Assisting means for emergency evacuation** | | | | | | | | | |
| 57 | CAT.OP.MPA.220 | | The operator shall establish procedures to ensure that before taxiing, take-off and landing and when safe and practicable to do so, all means of assistance for emergency evacuation that deploy automatically are armed. | □ | □ | □ | □ | □ |  |
| **Seats, safety belts and restraint systems** | | | | | | | | | |
| 58 | CAT.OP.MPA.225 | | **(a)** Crew members  (1) During take-off and landing, and whenever decided by the commander in the  interest of safety, each crew member shall be properly secured by all safety belts and restraint systems provided.  (2) During other phases of the flight, each flight crew member in the flight crew compartment shall keep the assigned station safety belt fastened while at his/her station.  **(b)** Passengers  (1) Before take-off and landing, and during taxiing, and whenever deemed necessary  in the interest of safety, the commander shall be satisfied that each passenger on  board occupies a seat or berth with his/her safety belt or restraint system properly  secured.  (2) The operator shall make provisions for multiple occupancy of aircraft seats that is  only allowed on specified seats. The commander shall be satisfied that multiple  occupancy does not occur other than by one adult and one infant who is properly  secured by a supplementary loop belt or other restraint device. | □ | □ | □ | □ | □ |  |
| **Securing of passenger compartment and galley(s)** | | | | | | | | | |
| 59 | CAT.OP.MPA.230 | | **(a)** The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed.  **(b)** The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured. | □ | □ | □ | □ | □ |  |
| **Smoking on board** | | | | | | | | | |
| 60 | CAT.OP.MPA.240 | | The commander shall not allow smoking on board:  **(a)** whenever considered necessary in the interest of safety;  **(b)** during refuelling and defuelling of the aircraft;  **(c)** while the aircraft is on the surface unless the operator has determined procedures to mitigate the risks during ground operations;  **(d)** outside designated smoking areas, in the aisle(s) and lavatory(ies);  **(e)** in cargo compartments and/or other areas where cargo is carried that is not stored in flame-resistant containers or covered by flame-resistant canvas; and  **(f)** in those areas of the passenger compartment where oxygen is being supplied. | □ | □ | □ | □ | □ |  |
| **Instruments and equipment — general** | | | | | | | | | |
| 61 | CAT.IDE.A.100 | | **(a)** Instruments and equipment required by this Subpart shall be approved in accordance with Regulation (EC) No 748/2012, except for the following items:  (1) Spare fuses;  (2) Independent portable lights;  (3) An accurate time piece;  (4) Chart holder;  (5) First-aid kits;  (6) Emergency medical kit;  (7) Megaphones;  (8) Survival and signalling equipment;  (9) Sea anchors and equipment for mooring; and  (10) Child restraint devices.  **(b)** Instruments and equipment not required by this Subpart that do not need to be approved in accordance with Regulation (EC) No 748/2012, but are carried on a flight, shall comply with the following:  (1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with Annex I to Regulation (EC) No 216/2008 or CAT.IDE.A.330 CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345; and  (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.  **(c)** If equipment is to be used by one flight crew member at his/her station during flight, it shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it shall be installed so that the equipment is readily operable from any station at which the equipment is required to be operated.  **(d)** Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she  normally assumes when looking forward along the flight path.  **(e)** All required emergency equipment shall be easily accessible for immediate use. | □ | □ | □ | □ | □ |  |
| **Minimum equipment for flight** | | | | | | | | | |
| 62 | CAT.IDE.A.105 | | A flight shall not be commenced when any of the aeroplane’s instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:  (a) the aeroplane is operated in accordance with the operator’s MEL; or  (b) the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL). | □ | □ | □ | □ | □ |  |
| **Operating lights** | | | | | | | | | |
| 63 | CAT.IDE.A.115 | | **(a)** Aeroplanes operated by day shall be equipped with:  (2) lighting supplied from the aeroplane’s electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the aeroplane;  (3) lighting supplied from the aeroplane’s electrical system to provide illumination in all passenger compartments; and  4) an independent portable light for each requiredcrew member readily accessible to crew members when seated at their designated stations. | □ | □ | □ | □ | □ |  |
| **Crew member interphone system** | | | | | | | | | |
| 64 | CAT.IDE.A.175 | | Aeroplanes with an MCTOM of more than 15 000 kg, orwith an MOPSC of more than 19 shall be equipped with a crew member interphone system, except for aeroplanes first issued with an individual CofA before 1 April 1965 and already registered in a Member State on 1 April 1995. | □ | □ | □ | □ | □ |  |
| 65 | AMC1 CAT.IDE.A.175 | | **Specifications**  The crew member interphone system should:  **(a)** operate independently of the public address system except for handsets, headsets, microphones, selector switches and signalling devices;  **(b)** in the case of aeroplanes where at least one cabin crew member is required, be readily accessible for use at required cabin crew member stations close to each separate or pair of floor level emergency exits;  **(c)** in the case of aeroplanes where at least one cabin crew member is required, have an alerting system incorporating aural or visual signals for use by flight and cabin crew;  **(d)** have a means for the recipient of a call to determine whether it is a normal call or  an emergency call that uses one or a combination of the following:  (1) lights of different colours;  (2) codes defined by the operator (e.g. different number of rings for normal and emergency calls); or  (3) any other indicating signal specified in the operations manual;  **(e)** provide two-way communication between:  (1) the flight crew compartment and each passenger compartment, in the case of aeroplanes where at least one cabin crew member is required;  (2) the flight crew compartment and each galley located other than on a passenger deck level, in the case of aeroplanes where at least one cabin crew member is required;  (3) the flight crew compartment and each remote crew compartment and crew member station that is not on the passenger deck and is not accessible from a passenger compartment; and  (4) ground personnel and at least two flight crew members. This interphone system for use by the ground personnel should be, where practicable, so located that the personnel using the system may avoid detection from within the aeroplane; and  **(f)** be readily accessible for use from each required flight crew station in the flight crew compartment. | □ | □ | □ | □ | □ |  |
| **Public address system** | | | | | | | | | |
| 66 | CAT.IDE.A.180 | | Aeroplanes with an MOPSC of more than 19 shall be equipped with a public address system. | □ | □ | □ | □ | □ |  |
| 67 | AMC1 CAT.IDE.A.180 | | **Specifications**  The public address system should:  **(a)** operate independently of the interphone systems except for handsets, headsets, microphones, selector switches and signalling devices;  **(b)** be readily accessible for immediate use from each required flight crew station;  **(c)** have, for each floor level passenger emergency exit that has an adjacent cabin crew seat, a microphone operable by the seated cabin crew member, except that one microphone may serve more than one exit, provided the proximity of exits allows unassisted verbal communication between seated cabin crew members;  **(d)** be operable within 10 seconds by a cabin crew member at each of those stations; and  **(e)** be audible at all passenger seats, lavatories, galleys, cabin crew seats and work stations, and other crew remote areas. | □ | □ | □ | □ | □ |  |
| **Seats, seat safety belts, restraint systems and child restraint devices** | | | | | | | | | |
| 68 | CAT.IDE.A.205 | | **(a)** Aeroplanes shall be equipped with:    (1) a seat or berth for each person on board who isaged 24 months or more;    (2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);  (3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of less than 5700kg and with an MOPSC of less than nine, after 8 April 2015;  (4) a child restraint device (CRD) for each person on board younger than 24 months;  (5) a seat belt with upper torsorestraint system incorporating a device that will automatically restrain the occupant’s torso in the event of rapid deceleration:  (i) on each flight crew seat and on any seat alongside a pilot’s seat;  (ii) on each observer seat located in the flight crew compartment;  (6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.  (b) A seat belt with upper torso restraint system shall:  (1) have a single point release;    (2) on flight crew seats, on any seat alongside a pilot’s seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently. | □ | □ | □ | □ | □ |  |
| 69 | AMC1 CAT.IDE.A.205 | | CHILD REST RAINT 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 by the competent authority on the basis of a technical standard and marked accordingly;  (2) CRDs approved for use in motor vehicles according to the UN standard ECE R 44, - 03 or later series of amendments;  (3) CRDs approved for use in motor vehicles and aircraft according to Canadian CMVSS 213/213.1;  (4) CRDs 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 the following labels in red letters:  (i) ‘THIS CHILD RESTRAINT SYSTEM CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS’; and  (ii) ‘THIS RESTRAINT IS CERTIFIED FOR USE IN MOTOR VEHICLES AND  AIRCRAFT’;  (5) CRDs qualified for use in aircraft according to the German ‘Qualification Procedure for Child Restraint Systems for Use in Airc raft’ (TÜV Doc.: TÜV/958- 01/2001); and  (6) devices approved for use in cars, manufactured and tested to standards equivalent to those listed above. The device 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 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 should only be installed on forward -facing passenger seats. A CRD 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 in a CRD should be located as near to a floor level exit as feasible.  (3) An infant in a CRD should not hinder evacuation for any passenger.  (4) An infant 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 are from the same family or travelling group provided the infants are accompanied by a responsible adult sitting next to them.  (6) A row segment is the fraction of a row separated by two aisles or by one aisle and the aeroplane fuselage.  **(d)** Installation  (1) 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. Cabin crew sh ould prohibit the use of any inadequately installed CRD or not qualified seat.  (3) If a forward - facing CRD with a rigid backrest is to be fastened by a 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 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 is adjustable in recline, it must be in an upright position for all occasions when passenger restraint devices are required. | □ | □ | □ | □ | □ |  |
| 70 | AMC2 CAT.IDE.A.205 | | **UPPER TORSO RESTRAINT SYSTEM**  An upper torso restraint system having two shoulder straps and additional straps is deemed to be compliant with the requirement for restraint systems with two shoulder straps.  **SEAT BELT**  A seat belt with a diagonal shoulder strap (three anchorage points) is deemed to be compliant with the requirement for a seat belt (two anchorage points). | □ | □ | □ | □ | □ |  |
| 71 | AMC3 CAT.IDE.A.205 | | **SEATS FOR MINIMUM REQUIRED CABIN CREW**  **(a)** Seats for the minimum required cabin crew members should be located near required floor level emergency exits, except if the emergency evacuati on of passengers would be enhanced by seating cabin crew members elsewhere. In this case, other locations are acceptable.  **(b)** Such seats should be forward -or rearward -facing within 15° of the longitudinal axis of the aeroplane. | □ | □ | □ | □ | □ |  |
| **Fasten seat belt and no smoking signs** | | | | | | | | | |
| 72 | CAT.IDE.A.210 | | Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed. | □ | □ | □ | □ | □ |  |
| **Internal doors and curtains** | | | | | | | | | |
| 73 | CAT.IDE.A.215 | | **(a)** in the case of aeroplanes with an MOPSC of more than 19, a door between the passenger compartment and the flight crew compartment, with a placard indicating ‘crew only’ and a locking means to prevent passengers from opening it without the permission of a member of the flight crew;  **(b)** a readily accessible means for opening each door that separates a passenger compartment from another compartment that has emergency exits;  **(c)** a means for securing in the open position any doorway or curtain separating the passenger compartment from other areas that need tobe accessed to reach any required emergency exit from any passenger seat;  **(d)** a placard on each internal door or adjacent to a curtain that is the means of access to a passenger emergency exit, to indicate that it must shall be secured open during take-off and landing; and  **(e)** a means for any member of the crew to unlock any door that is normally accessible to passengers and that can be locked by passengers. | □ | □ | □ | □ | □ |  |
| **First-aid kit** | | | | | | | | | |
| 74 | CAT.IDE.A.220 | | **(a)** Aeroplanes shall be equipped with first-aid kits, in accordance with Table 1.    **(b)** First-aid kits shall be:    (1) readily accessible for use; and  (2) kept up-to-date. | □ | □ | □ | □ | □ |  |
| 75 | AMC1 CAT.IDE.A.220 | | **Content Of First -Aid Kits**  **(a)** First- aid kits should be equipped with appropriate and sufficient medications and instrumentation. However, these kits should be complemented by the operator according to the characteristics of the operation (scope of o peration, flight duration, number and demographics of passengers, etc).  **(b)** The following should be included in the first - aid kit:  **(1) Equipment**  (i) bandages (assorted sizes);  (ii) burns dressings (unspecified);  (iii) wound dressings (large and small);  (iv) adhesive dressings (assorted sizes);  (v) adhesive tape;  (vi) adhesive wound closures;  (vii) safety pins;  (viii) safety scissors;  (ix) antiseptic wound cleaner;  (x) disposable resuscitation aid;  (xi) disposable gloves;  (xii) tweezers: splinter; and  (xiii) thermometers (non- mercury).  **(2) Medications**  (i) simple analgesic (may include liquid form);  (ii) antiemetic;  (iii) nasal decongestant;  (iv) gastrointestinal antacid, in the case of aeroplanes carrying more than 9  passengers;  (v) anti - diarrhoeal medication, in the case of aeroplanes carrying more than  9 passengers; and  (vi) antihistamine.  **(3)** Other  (i) a list of contents in at least two languages (English and one other). This should include information on the effects and side effec ts of medications carried;  (ii) first - aid handbook, current edition;  (iii) medical incident report form;  (iv) biohazard disposal bags.  (4) An eye irrigator, whilst not required to be carried in the first-aid kit, should, where possible, be available for use on the ground. | □ | □ | □ | □ | □ |  |
| 76 | AMC2 CAT.IDE.A.220 | | **Maintenance Of First - Aid Kits**  To be kept up to date, first -aid kits should be:  (a) inspected periodically to confirm, to the extent possible, that contents are maintained in the condition necessary for their intended use;  (b) replenished at regular intervals, in accordance with instructions contained on their labels, or as circumstances warrant; and  (c) replenished after use in-flight at the first opportunity where replacement items are available. | □ | □ | □ | □ | □ |  |
| **Emergency Medical Kit** | | | | | | | | | |
| 77 | CAT.IDE.A.225 | | **(a)** Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency  medical kit when any point on the planned route is more than 60 minutes flying time at  normal cruising speed from an aerodrome at which qualified medical assistance could be  expected to be available.  **(b)** The commander shall ensure that drugs are only administered by appropriately qualified persons.  **(c)** The emergency medical kit referred to in (a) shall be:  (1) dust and moisture proof;  (2) carried in a way that prevents unauthorised access; and  (3) kept up-to-date. | □ | □ | □ | □ | □ |  |
| 78 | AMC1 CAT.IDE.A.225 | | **CONTENT OF EMERGENCY MEDICAL KIT**  **(a)** Emergency medical kits should be equipped with appropriate and sufficient medications and instrumentation. However, these kits should be complemented by the operator according to the characteristics of the operation (scope of operation, flight duration, number and demographics of passengers, etc.)  **(b)** The following should be included in the emergency medical kit:  (1) Equipment  (i) sphygmomanometer — non-mercury;  (ii) stethoscope;  (iii) syringes and needles;  (iv) intravenous cannulae (if intravenous fluids are carried in the first-aid kit, a sufficient supply of intravenous cannulae should be stored there as well);  (v) oropharyngeal airways (three sizes);  (vi) tourniquet;  (vii) disposable gloves;  (viii) needle disposal box;  (ix) one or more urinary catheter(s), appropriate for either sex, and anaesthetic gel;  (x) basic delivery kit;  (xi) bag-valve masks (masks two sizes: one for adults, one for children);  (xii) intubation set;  (xiii) aspirator;  (xiv) blood glucose testing equipment; and  (xv) scalpel.  **(**2)Instructions: the instructions should contain a list of contents (medications in trade names and generic names) in at least two languages (English and one other).This should include information on the effects and side effects of medications carried. There should also be basic instructions for use of the medications in the kit and ACLS cards (summarising and depicting the current algorithm for advanced cardiac life support).  (3) Medications  (i) coronary vasodilator e.g. glyceriltrinitrate-oral;  (ii) antispasmodic  (iii) epinephrine/adrenaline 1:1000 (if a cardiac monitor is carried);  (iv) adrenocorticoid — injectable;  (v) major analgesic;  (vi) diuretic — injectable;  (vii) antihistamine — oral and injectable;  (viii) sedative/anticonvulsant — injectable, rectal and oral sedative;  (ix) medication for hypoglycaemia (e.g. hypertonic glucose);  (x) antiemetic;  (xi) atropine — injectable;  (xii) bronchial dilator — injectable or inhaled;  (xiii) IV fluids in appropriate quantity e.g. sodiumchloride 0.9 % (minimum 250 ml);  (xiv) acetylsalicylic acid 300 mg — oral and/or injectable;  (xv) antiarrhythmic — if a cardiac monitor is carried;  (xvi) antihypertensive medication;  (xvii) beta-blocker — oral.  \* Epinephrine/Adrenaline 1:10000 can be a dilution of epinephrine 1:1000  (4) The carriage of an automated external defibrillator should be determined by the operator on the basis of a risk assessment taking into account the particular needs of the operation.  (5) The automated external defibrillator should be carried on the aircraft, though not necessarily in the emergency medical kit. | □ | □ | □ | □ | □ |  |
| 79 | AMC2 CAT.IDE.A.225 | | **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. | □ | □ | □ | □ | □ |  |
| 80 | AMC3 CAT.IDE.A.225 | | **ACCESS TO EMERGENCY MEDICAL KIT**  **(a)** When the actual situation on board so requires, the commander should limit access to the emergency medical kit.  **(b)** Drugs should be administered by medical doctors, qualified nurses, paramedics or emergency medical technicians.  **(c)** Medical students, student paramedics, student emergency medical technicians or nurses aids should only administer drugs if no person mentioned in (b) is on board the flight and appropriate advice has been received.  **(d)** Oral drugs should not be denied in medical emergency situations where no  medically qualified persons are on board the flight. | □ | □ | □ | □ | □ |  |
| 81 | AMC4 CAT.IDE.A.225 | | **MAINTENANCE OF EMERGENCY MEDICAL KIT**  To be kept up to date, the emergency medical kit should be:  **(a)** inspected periodically to confirm, to the extent possible, that the contents are maintained in the condition necessary for their intended use;  **(b)** replenished at regular intervals, in accordance with instructions contained on their labels, or as circumstances warrant; and  **(c)** replenished after use-in-flight at the first opportunity where replacement items are available. | □ | □ | □ | □ | □ |  |
| **First-aid oxygen** | | | | | | | | | |
| 82 | CAT.IDE.A.230 | | **(a)** Pressurised aeroplanes operated at pressure altitudes above 25 000 ft, in the case of operations for which a cabin crew member is required, shall be equipped with a supply of undiluted oxygen for passengers who, for physiological reasons, might require oxygen following a cabin depressurisation.  **(b)** The oxygen supply referred to in (a) shall be calculated using an average flow rate of at least 3 litres standard temperature pressure dry (STPD)/minute/person. This oxygen upply shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person.  **(c)** There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.  **(d)** The first-aid oxygen equipment shall be capable of generating a mass flow to each user of at least 4 litres STPD per minute. | □ | □ | □ | □ | □ |  |
| 83 | GM1 CAT.IDE.A.230 | | **GENERAL**  **(a)** First-aid oxygen is intended for those passengers who still need to breath oxygen when the amount of supplemental oxygen required under CAT.IDE.A.235 or CAT.IDE.A.240 has been exhausted.  **(b)** When calculating the amount of first-aid oxygen, the operator should take into account the fact that, following a cabin depressurisation, supplemental oxygen as calculated in accordance with Table 1 of CAT.IDE.A.235 and Table 1 of CAT.IDE.A.240 should be sufficient to cope with potential effects of hypoxia for:  (1) all passengers when the cabin altitude is above 15 000 ft;  (2) at least 30 % of the passengers, for any period when, in the event of loss of pressurisation and taking into account the circumstances of the flight, the pressure altitude in the passenger compartment will be between 14 000 ft and 15 000 ft; and  (3) at least 10 % of the passengers for any period in excess of 30 minutes when the pressure altitude in the passenger compartment will be between 10 000 ft and 14 000 ft.  **(c)** For the above reasons, the amount of first-aid oxygen should be calculated for the part of the flight after cabin depressurisation during which the cabinaltitude is between 8 000 ft and 15 000 ft, when supplemental oxygen may no longer be available.  **(d)** Moreover, following cabin depressurisation, an emergency descent should be carried out to the lowest altitude compatible with the safety of the flight. In addition, in these circumstances, the aeroplane should land at the first available aerodrome at the earliest opportunity.  **(e)** The conditions above may reduce the period of time during which the first-aid oxygen may be required and consequently may limit the amount of first-aid oxygen to be carried on board.  **(f)** Means may be provided to decrease the flow to not less than 2 litres per minute, STPD, at any altitude. | □ | □ | □ | □ | □ |  |
| **Supplemental oxygen — pressurised aeroplanes** | | | | | | | | | |
| 84 | CAT.IDE.A.235 | | **(a)** Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1.  **(b)** Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with:  (1) quick donning types of masks for flight crew members;  (2) sufficient spare outlets and masks or portable oxygen units with masks distributed  evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;  (3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and  (4) a device to provide a warning indication to the flight crew of any loss of pressurisation.  **(c)** In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.  **(d)** The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed  throughout the passenger compartment.  **(e)** Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.  **(f)** The required minimum supply in Table 1, row 1 item (b)(1) and row 2, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane’s maximum certified operating altitude to 10 000 ft in 10 minutes and followed by 20 minutes at 10 000 ft.  **(g)** The required minimum supply in Table 1, row 1 item 1(b)(2), shall cover the quantity of  oxygen necessary for a constant rate of descent from the aeroplane’s maximum certified operating altitude to 10 000 ft in 10 minutes followed by 110 minutes at 10 000 ft.  **(h)** The required minimum supply in Table 1, row 3, shall cover the quantity of oxygen necessary for a constant rate of descent from the aeroplane’s maximum certified operating altitude to 15 000 ft in 10 minutes. | □ | □ | □ | □ | □ |  |
| 85 | AMC1 CAT.IDE.A.235 | | **DETERMINATION OF OXYGEN**  **(a)** In the determination of the amount of supplemental oxygen required for the routes to be flown, it is assumed that the aeroplane will descend in accordance with the emergency procedures specified in the operations manual, without exceeding its operating limitations, to a flight altitude that will allow the flight to be completed safely (i.e. flight altitudes ensuring adequate terrain clearance, navigational accuracy, hazardous weather avoidance, etc.)  **(b)** The amount of supplemental oxygen should be determined on the basis of cabin pressure altitude, flight duration and on the assumption that a cabin pressurisation failure will occur at the pressure altitude or point of flight that is most critical from the standpoint of oxygen need.  **(c)** Following a cabin pressurisation failure, the cabin pressure altitude should be considered to be the same as the aeroplane pressure altitude unless it can be demonstrated to the competent authority that no probable failure of the cabin or pressurisation system will result in a cabin pressure altitude equal to the aeroplane pressure altitude. Under these circumstances, the demonstrated maximum cabin pressure altitude may be used as a basis for determination of oxygen supply. | □ | □ | □ | □ | □ |  |
| 86 | AMC2 CAT.IDE.A.235 | | **OXYGEN REQUIREMENTS FOR FLIGHT CREW COMPARTMENT SEAT OCCUPANTS AND CABIN CREW IN ADDITION TO THE REQUIRED MINIMUM NUMBER OF CABIN CREW**  **(a)** For the purpose of supplemental oxygen supply, flight crew compartment seat occupants who are:  (1) supplied with oxygen from the flight crew source of oxygen should be considered as flight crew members; and  (2) not supplied with oxygen by the flight crew source of oxygen should be considered as passengers.  **(b)** Cabin crew members in addition to the minimum number of cabin crew and additional crew members should be considered as passengers for the purpose of  supplemental oxygen supply. | □ | □ | □ | □ | □ |  |
| **Crew protective breathing equipment** | | | | | | | | | |
| 87 | CAT.IDE.A.245 | | **(a)** All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes:  (1) oxygen for each flight crew member on duty in the flight crew compartment;  (2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and  (3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member.  **(b)** A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station.  **(c)** A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station.  **(d)** Aeroplanes shall be equipped with an additional portable PBE installed adjacent to the hand fire extinguisher referred to in CAT.IDE.A.250, or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment.  **(e)** A PBE while in use shall not prevent the use of the means of communication referred to in CAT.IDE.A.170, CAT.IDE.A.175, CAT.IDE.A.270 and CAT.IDE.A.330. | □ | □ | □ | □ | □ |  |
| 88 | AMC1 CAT.IDE.A.245 | | **PROTECTIVE BREATHING EQUIPMENT (PBE)**  The supply for PBE for the flight crew members may be provided by the supplemental oxygen required in CAT.IDE.A.235 or CAT.IDE.A.240. | □ | □ | □ | □ | □ |  |
| **Hand fire extinguishers** | | | | | | | | | |
| 89 | CAT.IDE.A.250 | | **(a)** Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment.  **(b)** At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.  **(c)** At least one hand fire extinguisher shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.  **(d)** The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.  **(e)** Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment. | □ | □ | □ | □ | □ |  |
| 90 | AMC1 CAT.IDE.A.250 | | **NUMBER, LOCATION AND TYPE**  **(a)** The number and location of hand fire extinguishers should be such as to provide adequate availability for use, account being taken of the number and size of the passenger compartments, the need to minimise the hazard of toxic gas concentrations and the location of lavatories, galleys, etc. These considerations may result in a number of fire extinguishers greater than the minimum required.  **(b)** There should be at least one hand fire extinguisher installed in the flight crew compartment and this should be suitable for fighting both flammable fluid and electrical equipment fires. Additional hand fire extinguishers may be required for the protection of other compartments accessible to the crew in flight. Drychemical fireextinguishers should not be used in the flight crew compartment, or in any compartment not separated by a partition from the flight crew compartment, because of the adverse effect on vision during discharge and, if conductive, interference with electrical contacts by the chemical residues.  **(c)** Where only one hand fire extinguisher is required in the passenger compartments, it should be located near the cabin crew member’s station, where provided.  **(d)** Where two or more hand fire extinguishers are required in the passenger compartments and their location is not otherwise dictated by consideration of CAT.IDE.A.250(b), an extinguisher should be located near each end of the cabin with the remainder distributed throughout the cabin as evenly as is practicable.  **(e)** Unless an extinguisher is clearly visible, its location should be indicated by a placard or sign. Appropriate symbols may also be used to supplement such a placard or sign. | □ | □ | □ | □ | □ |  |
| **Crash axe and crowbar** | | | | | | | | | |
| 91 | CAT.IDE.A.255 | | **(a)** Aeroplanes with an MCTOM of more than 5700 kg or with an MOPSC of more than nine shall be equipped with at least one crash axe or crowbar located in the flight crew compartment.  **(b)** In the case of aeroplanes with an MOPSC of more than 200, an additional crash axe or crowbar shall be installed in or near the rearmost galley area.  **(c)** Crash axes and crowbars located in the passenger compartment shall not be visible to passengers. | □ | □ | □ | □ | □ |  |
| 92 | AMC1 CAT.IDE.A.255 | | **STORAGE OF CRASH AXES AND CROWBARS**  Crash axes and crowbars located in the passenger compartment should be stored in a position not visible to passengers. | □ | □ | □ | □ | □ |  |
| **Means for emergency evacuation** | | | | | | | | | |
| 93 | CAT.IDE.A.265 | | **(a)** Aeroplanes with passenger emergency exit sill heights of more than 1.83 m (6 ft) above the ground shall be equipped at each of those exits with a means to enable passengers and crew to reach the ground safely in an emergency.  **(b)** Notwithstanding (a), such means are not required at overwing exits if the designated place on the aeroplane structure at which the escape route terminates is less than 1.83 m (6 ft) from the ground with the aeroplane on the ground, the landing gear extended, and the flaps in the take-off or landing position, whichever flap position is higher from the ground.  **(c)** Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1.83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency.  **(d)** The heights referred to in (a) and (c) shall be measured:  (1) with the landing gear extended; and  (2) after the collapse of, or failure to extend of, one or more legs of the landing gear,  in the case of aeroplanes with a type certificate issued after 31 March 2000. | □ | □ | □ | □ | □ |  |
| **Megaphones** | | | | | | | | | |
| 94 | CAT.IDE.A.270 | | Aeroplanes with an MOPSC of more than 60 and carrying at least one passenger shall be  equipped with the following quantities of portable battery-powered megaphones readily accessible for use by crew members during an emergency evacuation:  **(a)** For each passenger deck:    **(b)** For aeroplanes with more than one passenger deck, in all cases when the total passenger seating configuration is more than 60, at least one megaphone. | □ | □ | □ | □ | □ |  |
| 95 | AMC1 CAT.IDE.A.280 | | **LOCATION OF MEGAPHONES**  **(a)** Where one megaphone is required, it should be readily accessible at the assigned seat of a cabin crew member or crew members other than flight crew.  **(b)** Where two or more megaphones are required, they should be suitably distributed in the passenger compartment(s) and readily accessible to crew members assigned to direct emergency evacuations.  **(c)** This does not necessarily require megaphones to be positioned such that they can be physically reached by a crew member when strapped in a cabin crew member’s seat. | □ | □ | □ | □ | □ |  |
| **Emergency lighting and marking** | | | | | | | | | |
| 96 | CAT.IDE.A.275 | | **(a)** Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.  **(b)** In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include:  (1) sources of general cabin illumination;  (2) internal lighting in floor level emergency exit areas;  (3) illuminated emergency exit marking and locating signs;  (4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required;  (5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and  (6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments.  **(c)** In the case of aeroplanes with an MOPSC of 19 or less and type certified on the basis of the Agency’s airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1) to (3).  **(d)** In the case of aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the Agency’s airworthiness codes, the emergency lighting system, referred to in (a) shall include the equipment referred to in (b)(1).  **(e)** Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane. | □ | □ | □ | □ | □ |  |
| **Emergency locator transmitter (ELT)** | | | | | | | | | |
| 97 | CAT.IDE.A.280 | | **(a)** Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:  (1) two ELTs, one of which shall be automatic, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or  (2) one automatic ELT or two ELTs of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.  **(b)** Aeroplanes with an MOPSC of 19 or less shall be equipped with at least:  (1) one automatic ELT, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or  (2) one ELT of any type, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.  **(c)** An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz. | □ | □ | □ | □ | □ |  |
| 98 | AMC1 CAT.IDE.A.280 | | **BATTERIES**  **(a)** All batteries used in ELTs should be replaced (or recharged if the battery is rechargeable) when the equipment has been in use for more than 1 cumulative hour or in the following cases:  (1) Batteries specifically designed for use in ELTs and having an airworthiness release certificate (EASA Form 1 or equivalent) should be replaced (or recharged if the battery is rechargeable) before the end of their useful life in accordance with the maintenance instructions applicable to the ELT.  (2) Standard batteries manufactured in accordance with an industry standard and not having an airworthiness release certificate (EASA Form 1 or equivalent), when used in ELTs should be replaced (or recharged if the battery is rechargeable) when 50 % of their useful life (or for rechargeable, 50 % of their useful life of charge), as established by the battery manufacturer, has expired.  (3) The battery useful life (or useful life of charge) criteria in (1) and (2) do not apply to batteries (such as water-activated batteries) that are essentially unaffected during probable storage intervals.  **(b)** The new expiry date for a replaced (or recharged) battery should be legibly marked on the outside of the equipment. | □ | □ | □ | □ | □ |  |
| 99 | AMC2 CAT.IDE.A.280 | | **TYPES OF ELT AND GENERAL TECHNICAL SPECIFICATIONS**  **(a)** The ELT required by this provision should be one of the following:  (1) Automatic fixed (ELT(AF)). An automatically activated ELT that is permanently attached to an aircraft and is designed to aid search and rescue (SAR) teams in locating the crash site.  (2) Automatic portable (ELT(AP)). An automatically activated ELT, that is rigidly attached to an aircraft before a crash, but is readily removable from the aircraft after a crash. It functions as an ELT during the crash sequence. If the ELT(AP) does not employ an integral antenna, the aircraft-mounted antenna may be disconnected and an auxiliary antenna (stored on the ELT case) attached to the ELT. The ELT can be tethered to a survivor or a life-raft. This type of ELT is intended to aid SAR teams in locating the crash site or survivor(s).  (3) Automatic deployable (ELT(AD))an ELT that is rigidly attached to the aircraft  before the crash and that is automatically ejected, deployed and activated by an impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided. This type of ELT should float in water and is intended to aid SAR teams in locating the crash site.  (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.  **(b)** To minimise the possibility of damage in the event of crash impact, the automatic ELT should be rigidly fixed to the aircraft structure, as far aft as is practicable, with its antenna and connections arranged so as to maximise the probability of the signal being transmitted after a crash.  **(c)** Any ELT carried should operate in accordance with the relevant provisions of ICAO Annex 10, Volume III communications systems and should be registered with the national agency responsible for initiating search and rescue or other nominated agency. | □ | □ | □ | □ | □ |  |
| 100 | GM1 CAT.IDE.A.280 | | **TERMINOLOGY**  ‘ELT’ is a generic term describing equipment that broadcasts distinctive signals on designated frequencies and, depending on application, may be activated by impact or may be manually activated. | □ | □ | □ | □ | □ |  |
| **Flight over water** | | | | | | | | | |
| 101 | CAT.IDE.A.285 | | **a)** The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:  (1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and  (2) seaplanes operated over water.  **(b)** Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.  **(c)** Seaplanes operated over water shall be equipped with:  (1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, weight and handling characteristics; and  (2) equipment for making the sound signals as prescribed in the International  Regulations for Preventing Collisions at Sea, where applicable.  **(d)** Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:  (1) 120 minutes at cruising speed or 400 NM, whichever is the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or  (2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).  **(e)** Aeroplanes complying with (d) shall carry the following equipment:  (1) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;  (2) a survivor locator light in each life-raft;  (3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and  (4) at least two survival ELTs (ELT(S)). | □ | □ | □ | □ | □ |  |
| 102 | AMC1 CAT.IDE.A.285 | | **LIFE RAFTS AND EQUIPMENT FOR MAKING DISTRESS SIGNALS**  **(a)** The following should be readily available with each life-raft:  (1) means for maintaining buoyancy;  (2) a sea anchor:  (3) life-lines and means of attaching one life-raft to another;  (4) paddles for life-rafts with a capacity of six or less;  (5) means of protecting the occupants from the elements;  (6) a water-resistant torch;  (7) signalling equipment to make the pyrotechnic distress signals described in  ICAO Annex 2, Rules of the Air;  (8) 100 g of glucose tablets for each four, or fraction of four, persons that the life-raft is designed to carry:  (9) at least 2 litres of drinkable water provided in durable containers or means of  making sea water drinkable or a combination of both; and  (10) first-aid equipment.  **(b)** As far as practicable, items listed in (a) should be contained in a pack. | □ | □ | □ | □ | □ |  |
| 103 | AMC1 CAT.IDE.A.285(e)(4) & CAT.IDE.A.305(a)(2) | | **SURVIVAL ELT**  An ELT(AP) may be used to replace one required ELT(S) provided that it meets the ELT(S) requirements. A water-activated ELT(S) is not an ELT(AP). | □ | □ | □ | □ | □ |  |
| 104 | AMC1 CAT.IDE.A.285(a) | | **ACCESSIBILITY OF LIFE-JACKETS**  The life-jacket should be accessible from the seat or berth of the person for whose use it is provided, with a safety belt or restraint system fastened. | □ | □ | □ | □ | □ |  |
| 105 | AMC2 CAT.IDE.A.285(a) | | **ELECTRIC ILLUMINATION OF LIFE-JACKETS**  The means of electric illumination should be a survivor locator light as defined in the applicable ETSO issued by the Agency or equivalent. | □ | □ | □ | □ | □ |  |
| 106 | GM1 CAT.IDE.A.285(a) | | **SEAT CUSHIONS**  Seat cushions are not considered to be flotation devices. | □ | □ | □ | □ | □ |  |
| **Survival equipment** | | | | | | | | | |
| 107 | CAT.IDE.A.305 | | **(a)** Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:  (1) signalling equipment to make the distress signals;  (2) at least one ELT(S); and  (3) additional survival equipment for the route to be flown taking account of the number of persons on board.  **(b)** The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:  (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:  (i) 120 minutes at one-engine-inoperative (OEI) cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or  (ii) 30 minutes at cruising speed for all other aeroplanes;  **(2)** remains within a distance no greater than that corresponding to 90 minutes at  cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard. | □ | □ | □ | □ | □ |  |
| 108 | AMC1 CAT.IDE.A.305 | | **ADDITIONAL SURVIVAL EQUIPMENT**  **(a)** The following additional survival equipment should be carried when required:  (1) 2 litres of drinkable water for each 50, or fraction of 50, persons on board  provided in durable containers;  (2) one knife;  (3) first-aid equipment; and  (4) one set of air/ground codes.  **(b)** In addition, when polar conditions are expected, the following should be carried:  (1) a means for melting snow;  (2) one snow shovel and one ice saw;  (3) sleeping bags for use by 1/3 of all persons on board and space blankets for  the remainder or space blankets for all passengers on board; and  (4) one arctic/polar suit for each crew member.  **(c)** If any item of equipment contained in the above list is already carried on board the aeroplane in accordance with another requirement, there is no need for this to be  duplicated. | □ | □ | □ | □ | □ |  |
| **Transport of dangerous goods** | | | | | | | | | |
| 109 | SPA.DG.100 | | Except as provided for in Annex IV (Part-CAT), Annex VI (Part-NCC), Annex VII (PartNCO) and Annex VIII (Part-SPO), the operator shall only transport dangerous goods by air if the operator has been approved by the competent authority. | □ | □ | □ | □ | □ |  |
| **Approval to transport dangerous goods** | | | | | | | | | |
| 110 | SPA.DG.105 | | To obtain the approval to transport dangerous goods, the operator shall in accordance with the Technical Instructions:  **(a)** establish and maintain a training programme for all personnel involved and demonstrate to the competent authority that adequate training has been given to all personnel;  **(b)** establish operating procedures to ensure the safe handling of dangerous goods at all stages of air transport, containing information and instructions on:  (1) the operator’s policy to transport dangerous goods;  (2) the requirements for acceptance, handling, loading, stowage and segregation of dangerous goods;  (3) actions to take in the event of an aircraft accident or incident when dangerous goods are being carried;  (4) the response to emergency situations involving dangerous goods;  (5) the removal of any possible contamination;  (6) the duties of all personnel involved, especially with relevance to ground handling  and aircraft handling;  (7) inspection for damage, leakage or contamination;  (8) dangerous goods accident and incident reporting. | □ | □ | □ | □ | □ |  |
| **Dangerous goods information and documentation** | | | | | | | | | |
| 111 | SPA.DG.110 | | The operator shall, in accordance with the Technical Instructions:  **(a)** provide written information to the pilot-in-command/commander:  (1) about dangerous goods to be carried on the aircraft;  (2) for use in responding to in-flight emergencies;  **(b)** use an acceptance checklist;  **(c)** ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form;  **(d)** ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination;  **(e)** ensure that a copy of the information to the pilot-in-command/commander is retained on the ground and that this copy, or the information contained in it, is readily accessible to the aerodromes of last departure and next scheduled arrival, until after the flight to which the information refers;  **(f)** retain the acceptance checklist, transport document and information to the pilot-incommand/commander for at least 3 months after completion of the flight;  **(g)** retain the training records of all personnel for at least 3 years. | □ | □ | □ | □ | □ |  |

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| **Tespit Edilen Bulgular ve düşünceler** |
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| **İşletme temsilcilerinin tespit edilen bulguları kabul edip etmediği** |
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**Kontrol listesinde kullanılan kısaltmalar:**

S: Sorulmadı

U: Uygun

UD: Uygun değil

BS: Bulgu seviyesi

#: Standart bulgu numarası

**Not**: Bu kontrol listesinde UO-OPS-KE-# tipi standart bulgu numaraları kullanılır.