

KONINKRIJK BELGIE  
FEDERALE OVERHEIDSDIENST  
MOBILITEIT EN VERVOER

Luchtvaart

## CIRCULAIRE

**CIR/OPS-25**

Datum **09/03**

Uitgave : **1**

**Betreft :**

Deze circulaire heeft tot doel de minimale lijst van inlichtingen op de individuele veiligheids-notitie (safety briefing card) te bepalen.

**Referenties :**

Ze zijn op de keerzijde van deze pagina opgesomd.

**Toepassingsgebied :**

Deze circulaire is van toepassing op luchtvaartuigen voor openbaar vervoer.

De 1<sup>ste</sup> uitgave bevat

De Directeur-generaal,

E. VAN NUFFEL

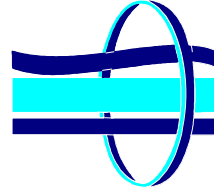
**6** blz. gedagtekend : **09/03**

## **REFERENTIES**

- 1) Ministerieel besluit van 13 februari 1970 houdende reglement waarbij de technische maatregelen worden vastgesteld die moeten genomen worden voor de exploitatie van de vliegtuigen in het handelsluchtvervoer, met een hoogst toegelaten totaalgewicht van 5.700 kg en meer.
- 2) Ministerieel besluit van 12 september 1991 tot vaststelling van de technische maatregelen voor de exploitatie van de in het handelsluchtvervoer gebruikte luchtvaartuigen waarvan de hoogst toegelaten totale massa lager is dan 5.700 kg.
- 3) JAR OPS 1.285& JAR OPS 3.285
- 4) JAR OPS 1&3 subpart K
- 5) CEAC doc18 issue 2
- 6) FAA Advisory Circular 135-12A

## **BEPALINGEN**

- 1) De inhoud van de veiligheidsnotitie (safety briefing card) van de exploitant voldoet aan de bepalingen van de huidige circulaire ten laatste 9 maanden na de effectieve datum van de eerste uitgave.
- 2) Een veiligheidsnotitie moet zo ontworpen zijn en geplaatst worden dat de passagier vanuit zijn zetel de kaart kan zien en er toegang tot kan hebben , wanneer deze zich op zijn normale plaats bevindt.
- 3) Elk vliegtuig van de exploitant heeft aan boord een reservevoorraad van notities om aan de bepalingen van punt 2 te kunnen voldoen (minimum 5% van het aantal geïnstalleerde passagierszetels is afgerond naar boven).
- 4) De tekst hierna wordt alleen in de Engelse taal opgesteld.



*CIVIL AVIATION AUTHORITY BELGIUM*  
*a member of the*  
*JOINT AVIATION AUTHORITIES*

# **SAFETY BRIEFING CARD**

***COMMERCIAL AIR TRANSPORT***

## **1. GENERAL DESCRIPTION**

### **Design of the card**

The passenger-briefing card shall be a rigid support (e.g. cardboard or plastic) with information in colour format.

The passenger-briefing card shall be large enough so that, when placed in its normal location aboard the aircraft, the passengers seated for taxi, take-off and landing will be able to visually locate and identify the card.

It shall not be possible for the card, when it is in its normal location, to slip out of the sight of the passenger.

This card shall show an eye-catching title identifying itself as safety or emergency instructions (e.g. safety instructions) with the type of aircraft and the operator's name.

The passenger-briefing card shall provide the information described in paragraph 2.

The mode of presentation shall be pictorial making written information almost unnecessary.

The information on this card shall be consistent with the information contained in the operator's manuals.

When the aircraft equipment is substantially different, even within the same type and model of aircraft, the operator shall provide cards specific to that aircraft.

Cards must show the most common method used to operate the exits in an emergency. They must also show other instructions necessary for the use of emergency equipment as described in 2.1 to 2.8

## **2. CONTENTS**

### **2.1. Seat belts**

Instructions for fastening unfastening and adjusting of seat belts shall be provided.

### **2.2. Smoking rules**

"No smoking" symbol shall be shown in any combination or instruction where smoking is prohibited.

### **2.3. Emergency exit**

A sketch (picture) showing the location of the emergency exits.

The passenger shall be able to locate his seating position in relation to the nearest emergency exit.

Escape routes shall be shown.

### **2.4. Exit operation**

For all types of exit fitted. Illustrations shall depict the operation of the different exits with the direction of the movement of handles clearly indicated.

Any manual operations necessary to successfully complete an evacuation, such as manual inflation of the evacuation slide or the operation of the stairs (if used as an evacuation mean).

The card must contain instructions illustrating the proper method of evacuation through an overwing exit. The direction and route of escape after leaving all overwing exits in a ground as well as in a ditching evacuation shall be included.

The cards shall also contain instructions for passengers to walk or run on any ramp that leads from an exit.

The recommended placement of the overwing hatch on the seat or outside the aircraft (in accordance with the procedures used during the aircraft evacuation demonstration concluded for the aircraft certification) shall also be included.

## **2.5. Evacuation slides**

The sketch (2.3) shall show the slides in extended position. Pictorial instruction on how to jump on the slide and a warning that high-heeled shoes shall be taken off shall be given.

## **2.6. Life jackets**

Location of life jackets shall be indicated.

Instructions on the removal of the devices from the stowage locations, donning and use of life jacket including manual and oral inflation systems when to inflate, manual operation of survivor locator light and accessories shall be provided.

The card should depict the method of fitting adult life jacket on small children.

## **2.7. Life/slide rafts**

If escape slides are used as floating devices, the sketch shall show the extended slides detached from the aeroplane and survivors holding the sides of the escape slides.

A sketch shall show the location of the emergency exits with all rafts in launched position.

Any manual inflation of the slides and methods to detach the slides from the aeroplane shall be included.

Information about the boarding into the life rafts/slide rafts shall be given as well as a warning that all shoes shall be taken off.

## **2.8. Oxygen mask**

Instructions on the location and use of the masks, including that the mask shall be pulled to the face and placed over mouth and nose and attached with the elastic strap shall be given. Instructions shall indicate that masks shall be fitted to children only after their guardians have fitted their own. The picture shall show the passenger in seated position.

## **2.9. Emergency floor/seats path lighting systems**

Shall be shown on the card considering the system available on the aircraft as well as the method for passengers to follow the path lighting system to find the emergency exits.

## **2.10. Brace positions**

Instruction on brace positions to be assumed by the passengers (adults and infants) in case of an emergency landing shall be provided considering the seating configuration of the aircraft (for all types of seat orientation and pitch in use on the aircraft).

## **2.11. Electronic equipment**

If an operator prohibits the use of some electronic devices during some or all phases of flight it must be indicated.

## **2.12. Cabin luggage**

Instructions for the correct stowage of cabin luggage as well as the instructions not to place cabin luggage in front of emergency exits shall be shown. The card shall inform passengers that in an emergency situation they shall not bring their carry-on luggage to the exits..

### **2.13. Additionally information**

The card must contain supplemental instructions:

- ◆ Seatbacks, footrests and tray tables: in upright position for take/off and landing.
- ◆ Not to be removed from the aircraft
- ◆ Name of the responsible editor and address of the operator