

ROYAUME DE BELGIQUE
SERVICE PUBLIC FEDERAL
MOBILITE ET TRANSPORTS

Transport aérien

CIRCULAIRE

CIR/OPS-25

Date **09/03**

Edition : **1**

Objet :

La présente circulaire a pour but de fixer la liste minimale des informations contenues dans la notice individuelle de sécurité (safety briefing card)

Références :

Elles sont listées au verso de cette page.

Domaine d'application :

La présente circulaire s'applique aux aéronefs de transport commercial

Le Directeur Général,

L'édition 1 comprend

E. VAN NUFFEL

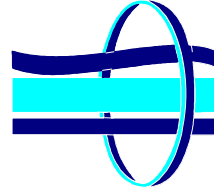
6 pages datées : **09/03**

REFERENCES

- 1) Arrêté ministériel du 13 février 1970 portant règlement fixant les mesures techniques à prendre pour l'exploitation dans le transport aérien commercial des avions d'un poids total maximum autorisé égal ou supérieur à 5.700 kg.
- 2) Arrêté ministériel du 12 septembre 1991 fixant les mesures techniques d'exploitation des aéronefs utilisés dans le transport aérien commercial, dont la masse totale maximale autorisée est inférieure à 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

DISPOSITIONS

- 1) Le contenu de la notice de sécurité (safety briefing card) de l'exploitant est conforme aux dispositions de la présente circulaire au plus tard 9 mois après la date effective de la première édition.
- 2) Une notice de sécurité doit exister et être située de façon que le passager sur son siège soit capable de la voir et d'y avoir accès quand elle est à sa place normale à bord de l'avion.
- 3) Chaque avion de l'exploitant a à son bord une réserve de notices pour assurer la disposition du point 2 (minimum 5% du nombre de sièges passagers installés arrondi à l'unité supérieure)
- 4) Le texte qui suit est rédigé seulement en langue anglaise .



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