

PART VIII

EMERGENCY, RESCUE AND SURVIVAL EQUIPMENT

36. This Part prescribes the minimum requirements for emergency, rescue and survival equipment for aircraft operating in Trinidad and Tobago.

Applicability
of Part VIII

Emergency Equipment

37. An operator shall ensure that emergency and flotation equipment on an aircraft on which he intends to or conducts operations is—

Emergency
equipment

- (a) readily accessible to the crew and stored so as to facilitate easy access during emergencies;
- (b) clearly identified and marked to indicate the procedures for use;
- (c) marked with the date of its last and next inspection date; and
- (d) marked as to contents when carried in a compartment or container.

Emergency Exit Equipment

38. (1) An air operator shall ensure that when conducting operations in a passenger carrying aeroplane—

Emergency
exit
equipment

- (a) each passenger emergency exit, its means of access and its means of opening are conspicuously marked by a sign visible to the crew and passengers approaching along the main passenger aisle; and
- (b) the means of opening each passenger emergency exit from the outside is marked on the outside of the aeroplane.

(2) An air operator shall ensure that a passenger carrying aeroplane in which he conducts or intends to conduct operations has an emergency lighting system, independent of the main lighting system that—

- (a) illuminates each passenger exit marking and locating sign;
- (b) provides enough general lighting in the passenger cabin to allow vision during an emergency; and
- (c) includes floor proximity emergency escape path lighting systems.

(3) An air operator shall ensure that a passenger carrying aeroplane in which he conducts or intends to conduct operations is equipped with an escape route that is slip resistant and meets the requirements under which such aeroplane was type certified.

(4) An air operator shall not conduct operations in a land plane unless the emergency exits of such land plane, except emergency exits over the wings which are more than six feet from the ground, have an approved means to assist the crew and passengers in descending to the ground.

(5) In subregulation (4), the reference to “six feet from the ground” shall be the distance measured with the aeroplane on the ground and with its landing gear extended.

Visual Signaling Devices and Survival Kits

Visual
signaling
devices and
survival kits

39. (1) An operator shall not conduct operations in an aircraft over water or across land areas which have been designated by the civil aviation authority of the State being overflown as areas in which search and rescue would be especially difficult, unless such aircraft is equipped with signaling devices as may be appropriate to the area overflown and which include—

- (a) visual signals for use by intercepting and intercepted aircraft; and
- (b) at least one pyrotechnic signaling device for each life raft required for over water operations.

(2) An operator shall not conduct operations in an aircraft across land areas which have been designated by the civil aviation authority of the State being overflown as areas in which search and rescue would be especially difficult, unless such aircraft is—

- (a) equipped with enough survival kits for the number of occupants of the aircraft; and
- (b) appropriately equipped for the route to be flown.

Portable Fire Extinguishers

Portable fire
extinguishers

40. (1) An air operator shall not conduct operations on an aircraft unless such aircraft is equipped with portable fire extinguishers of a type acceptable to the Authority and accessible for use in the crew, passenger and cargo compartments.

- (2) A portable fire extinguisher under subregulation (1) shall—
 - (a) have the type and quantity of extinguishing agent which is suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used; and
 - (b) be designed to minimize the hazard of toxic gas concentrations where used in an aircraft with passenger compartments.

(3) An air operator shall ensure that at least one portable fire extinguisher required under subregulation (1), is provided and available on an aircraft he operates or intends to operate and positioned in the following manner:

- (a) conveniently located for use in each Class E cargo compartment in an aircraft which is easily accessible to crew members during flight;
- (b) located in each upper and lower lobe galley;
- (c) conveniently located on the flight deck for use by the flight crew; and
- (d) conveniently located in the passenger compartment of an aircraft having a passenger seating capacity of thirty or less.

(4) An air operator shall ensure when conducting operations on an aeroplane having a passenger seating capacity of more than thirty, such aeroplane has a minimum number of portable fire extinguishers conveniently located and uniformly distributed throughout the compartment as specified in Part A of Schedule 3.

Schedule 3
Part A

Lavatory Built-in Fire Extinguisher

41. (1) An air operator shall not conduct passenger carrying operations on an aeroplane unless each lavatory in such aeroplane is equipped with a built-in fire extinguisher of a type approved by the Authority for each disposal receptacle for towels and paper within the lavatory.

Built-in fire
extinguisher
in lavatory

(2) A built-in lavatory fire extinguisher under subregulation (1) shall be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in such receptacle.

Lavatory Smoke Detector

42. An air operator shall not conduct passenger carrying operations on an aeroplane unless each lavatory on such aeroplane is equipped with a smoke detector system or equivalent system that provides—

Requirement
for lavatory
smoke
detector

- (a) a warning light in the cockpit; or
- (b) a warning light or aural warning in the passenger cabin, which would be readily, detected by a cabin attendant, taking into consideration the positioning of flight attendants throughout the passenger compartment during various phases of flight.

Crash Axe

Requirement to have crash axe on board an aeroplane

43. An air operator shall not conduct operations on an aeroplane with a maximum certified take-off mass in excess of five thousand, seven hundred kilogrammes unless such aeroplane is equipped with a crash axe appropriate to effective use in that type of aeroplane, stored in a place not visible to passengers on the aeroplane.

Marking of Break-in Points

Requirement for break-in points markings

44. (1) Where an operator installs break-in markings on the fuselage of an aeroplane suitable for break-in by rescue crews in an emergency, such markings shall be either red or yellow and where necessary, outlined in white to contrast with the background.

(2) Where the corner markings of the break-in markings are more than two metres apart, intermediate lines 9cm x 3cm shall be inserted so that there is no more than two metres between adjacent markings.

First-aid and Emergency Medical Kit

Requirement to have first aid and emergency medical kit on board an aircraft

45. (1) An air operator shall not conduct passenger carrying operations on an aircraft unless such aircraft is equipped with accessible first-aid kits and where an aircraft is authorized to carry more than two hundred and fifty passengers, an approved emergency medical kit for treatment of injuries or medical emergencies that might occur during flight time or in minor accidents.

Part B of Schedule 3

(2) The number of first-aid kits required on an aircraft under subregulation (1), shall be in proportion to the number of passenger seats on an aircraft as outlined in Part B of Schedule 3.

Oxygen Storage and Dispensing Apparatus

Oxygen storage and dispensing apparatus

46. (1) An operator shall ensure that where his aircraft operates at altitudes requiring the use of supplemental oxygen or where the atmospheric pressure is greater than ten thousand feet in the cabin area, such aircraft shall have adequate oxygen supply and dispensing apparatus stored.

(2) An operator shall ensure that the minimum rate of flow of oxygen supply and the oxygen apparatus under subregulation (1) shall meet applicable airworthiness standards for the type certification in the transport category of such aircraft as specified by the Authority.

(3) An air operator shall not conduct passenger carrying operations on—

- (a) an aircraft at altitudes above ten thousand feet unless such aircraft is equipped with oxygen masks, located within the immediate reach of flight crew members while at their assigned duty station.

- (b) a pressurized aircraft at altitudes above twenty-five thousand feet unless—
 - (i) the flight crew members have oxygen masks which are of a quick donning type and will readily supply oxygen when required;
 - (ii) sufficient spare outlets and masks or sufficient portable oxygen units with masks are distributed evenly throughout the cabin area to ensure immediate availability of oxygen to cabin crew members regardless of their location where a cabin pressurization failure occurs; and
 - (iii) there are oxygen-dispensing units connected to oxygen supply terminals that are immediately available to each occupant, wherever seated.

(4) The number of dispensing units and outlets under subregulation (3)(b)(iii) shall exceed the number of seats on such aircraft by at least 10% and the extra units shall be evenly distributed throughout the cabin area of the personnel compartments.

(5) The supplemental oxygen required to sustain a particular operation shall be determined on the basis of flight altitudes and flight duration, consistent with the operating procedures established for each operation, the emergency procedures specified in the Operations Manual of the aircraft and with the routes to be flown.

(6) An operator shall not conduct passenger carrying operations on an aircraft at flight altitudes where the atmospheric pressure in the personnel compartments of such aircraft will be greater than ten thousand feet, unless sufficient breathing oxygen is stored on such an aircraft to supply—

- (a) all crew members and 10% of the passengers for any period in excess of thirty minutes where the pressure in compartments occupied by crew members and passengers will be between 10,000 feet and 13,000 feet; and
- (b) the crew and passengers of such aircraft for any period, where the atmospheric pressure in such compartments occupied by crew members and passengers will be greater than thirteen thousand feet.

(7) An air operator shall ensure that where a flight to be operated in a pressurized aircraft such flight shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period where the cabin altitude in any compartment occupied by them would be greater than 10,000 feet.

(8) When a pressurized aircraft is on a flight under subregulation (7), where the flight altitude is more than 25,000 feet and such pressurized aircraft cannot descend safely within four minutes to a flight altitude of 13,000 feet there shall be on board no less than a ten minute supply of breathing oxygen for the occupants of the passenger compartment.

Protective Breathing Equipment

Protective
breathing
equipment

47. (1) An air operator shall not conduct passenger carrying operations on an aeroplane with a maximum certified take-off mass exceeding fifty-seven hundred kilogrammes or having a maximum approved seating configuration of more than nineteen seats unless such aeroplane—

- (a) has sufficient protective breathing equipment to protect the eyes, nose and mouth of flight crew members while on flight deck duty and to provide oxygen for a period of not less than fifteen minutes; and
- (b) has sufficient portable protective breathing equipment to protect the eyes, nose and mouth of all required cabin crew members on board the aircraft to provide breathing gas for such cabin crew members for a period of not less than fifteen minutes.

(2) An air operator, when providing oxygen for the protective breathing equipment under subregulation (1) on an aeroplane on which he conducts or intends to conduct operations, may provide such oxygen from the required supplemental oxygen system.

(3) An air operator shall ensure that the protective breathing equipment intended for the use of the flight crew under subregulation (1), is conveniently located on the flight deck and easily accessible for immediate use by each required flight crew member at his assigned duty station.

(4) An air operator shall ensure that the protective breathing equipment intended for cabin crew use is installed adjacent to each cabin crew member duty station.

(5) An air operator shall ensure that portable breathing equipment is installed, provided or located at or adjacent to each required hand fire extinguisher.

(6) An air operator shall ensure that portable breathing equipment is stowed outside and adjacent to the entrance to a cargo compartment in which a hand fire extinguisher is located.

(7) An air operator shall ensure that the portable breathing equipment required under this regulation shall not prevent required communication.

First-aid Oxygen

First aid
oxygen
dispensing
units

48. (1) An air operator shall not conduct passenger carrying operations on a pressurized aeroplane at altitudes above twenty-five thousand feet, where a cabin crew member is required to be carried on board unless such aeroplane is equipped with—

- (a) undiluted first-aid oxygen for passengers who may require, undiluted first-aid oxygen for physiological reasons following a cabin depressurization; and
- (b) a sufficient number of oxygen dispensing units but in no case less than two, for cabin crew to have access and use of the oxygen supply.

(2) An air operator shall ensure that the amount of first-aid oxygen required under regulation (1), for a particular operation and route is determined on the basis of—

- (a) flight duration after cabin depressurization at cabin altitudes of more than eight thousand feet;
- (b) an average flow rate of at least three litres per minute per person at standard temperature pressure; and
- (c) at least 2% of the passengers carried on board such aeroplane, but in no case for less than one person.

Megaphone Requirement

Requirement
for megaphones
on
board an
aeroplane

49. (1) An air operator shall not conduct passenger-carrying operations on an aeroplane unless such aeroplane has a portable battery-powered megaphone or a megaphone approved by the Authority readily accessible to all crew members assigned to direct emergency evacuation.

(2) An air operator shall ensure that the number and location of megaphones required under subregulation (1) is determined as follows:

- (a) on an aeroplane with a seating capacity of more than sixty and less than one hundred passengers, one megaphone shall be located at the most rearward location in the passenger cabin where it would be readily accessible to a normal flight attendant seat; and
- (b) on an aeroplane with a seating capacity of more than ninety nine passengers, two megaphones in the passenger cabin on each aeroplane with one installed at the forward end and the other at the most rearward location where it would be readily accessible to a normal flight attendant seat.

(3) The Director General may recommend that the Authority grant a deviation from the requirements under subregulation (2), where the Director General finds that a different location for the megaphone would be more effective in aiding the evacuation of persons on board such aeroplane during an emergency situation.

Individual Flotation Device

Requirement for individual flotation devices on board an aircraft

50. (1) An air operator shall not conduct operations on an aeroplane unless such aeroplane is equipped with one life jacket or equivalent individual flotation device for each person on board the aeroplane, when—

- (a) operated on flights over water at a distance of more than fifty nautical miles from land suitable for making an emergency landing, or beyond gliding distance from the shore; or
- (b) taking off or landing at an aerodrome where, in the opinion of the Director General, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.

(1A) An operator of a helicopter operating in performance Class 1, 2 and 3 in accordance with the provisions of regulation 53, shall be equipped with one life jacket, or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.

(1B) The life jacket referred to in subregulation (1A) shall be worn constantly during offshore operations, unless the occupant is wearing an integrated survival suit that includes the functionality of the life jacket.

(1C) An operator of a helicopter operating in performance Class 2 and 3 taking off or landing at a heliport where in the opinion of the Authority, the takeoff or approach path is so disposed over water that in the event of a mishap there would be likelihood of a ditching, such helicopter shall be equipped with one life jacket, or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.

(2) An air operator shall ensure that all life jackets or equivalent individual flotation devices under this regulation are stowed on an aircraft in which he conducts or intends to conduct operations, in such a manner to ensure that it is easily accessible to a person to whom by seating assignment such device is assigned, from his seat or berth.

(3) An air operator shall ensure that on his aircraft used in extended over water operations, is fitted on each individual flotation device on board such aircraft a survivor locator light acceptable to the Authority.

(4) Notwithstanding subregulation (3) the Authority may approve operations of an aircraft over extended water operations without individual flotation devices, where

the air operator proves to the satisfaction of the Authority that the water over which the aircraft is to be operated is not of such size and depth that individual flotation devices are necessary to ensure the safety of each person on board the aircraft.

(5) An operator shall not operate a seaplane unless such seaplane is equipped with one life jacket, or equivalent individual flotation device, for each person on board that seaplane, and that the life jacket or individual flotation device is stowed in such a manner that it is easily accessible from the seat or berth of such person on board the seaplane.

Life Raft Requirement

51. (1) An air operator shall not conduct commercial air transport extended over water operations aeroplane unless the aeroplane in which he conducts or intends to conduct operations is equipped with sufficient number of life rafts with rated capacity and buoyancy to accommodate the total number of persons on board such aeroplane.

Requirement to have life raft on board an aircraft

(1A) An operator of a helicopter operating in –

- (a) performance Class 1 or 2 on flights over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed; or
- (b) performance Class 3 on flights over water beyond auto-rotational or safe forced landing distance from land,

unless it is equipped with sufficient number of life rafts with rated capacity and buoyancy to accommodate the total number of persons aboard that helicopter.”.

(2) Where excess rafts specified in subregulation (1), with adequate capacity are not available on board an aircraft, the buoyancy and seating capacity of such available rafts on board the aircraft shall be capable of accommodating all persons on board the aircraft in the event that a raft with the largest seating capacity is lost.

(3) A life raft specified in subregulation (1), on board an aircraft shall be stowed in such a manner that it can be readily available for use in an emergency situation.

(4) All life rafts under this regulation shall be equipped with—

- (a) a survivor locator light;
- (b) a survival kit; and
- (c) a pyrotechnic signalling device.

*Emergency Locator Transmitter*Emergency
locator
transmitter

52 (1) Where an individual Certificate of Airworthiness for an aeroplane or helicopter was first issued after 1st January, 2002, operations shall not be conducted on—

- (a) that aeroplane by an air operator on long-range over-water flights unless it is equipped with at least two Emergency Locator Transmitters one of which shall be automatic;
- (b) that aeroplane by an air operator on flights over land areas specified in subregulation (2) unless such aeroplane is equipped with at least one Automatic Emergency Locator Transmitter;
- (c) that aeroplane by an operator on extended flights over water or on flights over land areas specified in subregulation (2) unless such aeroplane is equipped with one Automatic Emergency Locator Transmitter;
- (d) that helicopter with Performance Class 1 or Performance Class 2 by an operator on flights over water at a distance from land corresponding to more than ten minutes at normal cruise speed or in a Performance Class 3 helicopter by an operator on flights over water beyond auto-rotational on safe landing distance from land, unless such helicopter is equipped with at least one Automatic Emergency Locator Transmitter and one Survival Emergency Locator Transmitter in a raft; and
- (e) that helicopter by an operator on flights over land areas specified in subregulation (2) unless it is equipped with at least one Automatic Emergency Locator Transmitter.

(2) An air operator shall not conduct operations on an aeroplane on flight over land areas designated by the State concerned as areas in which search and rescue would be especially difficult, unless such aeroplane is equipped with at least one Survival Emergency Locator Transmitter.

(3) Notwithstanding subregulation (2) an air operator shall not conduct operations in an aeroplane on flights over land areas specified in subregulation (2), unless that aeroplane is equipped with at least one Automatic Emergency Locator Transmitter with effect from 1st January, 2005.

(4) An operator shall not conduct operations in an aeroplane on extended flights over water or on flights over land areas specified in subregulation (2), unless such aeroplane is equipped with one Emergency Locator Transmitter.

(5) Notwithstanding subregulation (4) an operator shall not conduct operations in an aeroplane on extended flights over water or on flights over land areas specified in subregulation (2), unless such aeroplane is equipped with one Automatic Emergency Locator Transmitter with effect from 1st January, 2005.

(6) An operator shall not conduct operations in a Performance Class 1 or Performance Class 2 helicopter on flights over water at a distance from land corresponding to more than ten minutes at normal cruise speed or in a Performance Class 3 helicopter operating on flights over water beyond auto-rotational or safe landing distance from land unless such helicopter is equipped with at least one Survival Emergency Locator Transmitter per raft carried but not more than a total of two Emergency Locator Transmitters are required.

(7) Notwithstanding subregulation (6), an operator shall not conduct operations in a Performance Class 1 or Performance Class 2 helicopter on flights over water at a distance from land corresponding to more than ten minutes at normal cruise speed or in a Performance Class 3 helicopter operating on flights over water beyond auto-Rotational or safe landing distance from land, unless such helicopter is equipped with at least one Automatic Emergency Locator Transmitter and one Survival Emergency Locator Transmitter in a raft with effect from 1st January, 2005.

(8) An operator shall not conduct operations in a helicopter on flights over land areas specified in subregulation (2) unless such helicopter is equipped with at least one Emergency Locator Transmitter.

(9) Notwithstanding subregulation (8) an operator shall not conduct operation in a helicopter on flights over land areas specified in subregulation (2), unless it is equipped with at least one Automatic Emergency Locator Transmitter with effect from 1st January, 2005.

(10) An Air operator shall not operate an aeroplane on long-range over-water flights, unless it is equipped with at least two Survival Emergency Locator Transmitters.

(11) Notwithstanding subregulation (10) an operator shall not conduct operations in an aeroplane on long-range over water flights, unless it is equipped with at least two Emergency Locator Transmitters, one of which shall be automatic with effect from 1st January, 2005.

(12) An operator shall ensure that an Emergency Locator Transmitter required by this regulation operates on either 121.5 Megahertz or 121.5 Megahertz and 406 Megahertz.

(13) Notwithstanding subregulation (12) an operator shall ensure that with effect from 1st January, 2005, an Emergency Locator Transmitter operates on 121.5 Megahertz and 406 Megahertz simultaneously and meets the technical standards prescribed in Annex 10 to the Convention on International Civil Aviation.

(14) An operator shall not conduct operations in an aircraft, unless all batteries used in an Emergency Locator Transmitter are replaced or recharged where applicable when—

- (a) such Emergency Locator Transmitter has been in use for more than one cumulative hour; or
- (b) fifty per cent of the useful life of the batteries has expired or where the batteries are rechargeable, fifty per cent of the useful life of charge has expired.

(15) An operator shall ensure that the expiration date of the batteries for an Emergency Locator Transmitter is legibly marked on the outside of such Emergency Locator Transmitter.

(16) An operator shall take into consideration when making a determination under subregulation (14), useful life of that battery or charge requirements of an Emergency Locator Transmitter does not apply to batteries such as water-activated batteries that are likely to be affected during probable storage intervals.

(17) In this Regulation—

“Emergency Locator Transmitter” is a generic term used to describe equipment which broadcast distinctive signals on designated frequencies;

“Survival Emergency Locator Transmitter” means an Emergency Locator Transmitter which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors;

“Automatic Emergency Locator Transmitter” means an Emergency Locator Transmitter, attached to the aircraft, which is automatically deployed and activated by impact, and in some cases, also by hydrostatic sensors;

“long-range over-water flight” means a flight in which an aeroplane may be over water more than a distance corresponding to 120 minutes at cruising speed or 400 nautical miles, whichever is the lesser, away from land suitable for making an emergency landing operating under *en route* limitations of the Civil Aviation [(No. 2) Operations] Regulations, 2004.

52A. Regulation 52 is effective until 30th June, 2008.

52B. (1) With effect from 1st July, 2008, an operator of –

- (a) an aeroplane authorized to carry nineteen passengers or less and engaged in commercial air transport operations shall ensure that the aeroplane is equipped with at least one –
 - (i) Emergency Locator Transmitter of any type; or

- (ii) automatic Emergency Locator Transmitter where the individual certificate of airworthiness is first issued after 1st July 2008;
- (b) an aeroplane authorized to carry more than nineteen passengers and engaged in commercial air transport operations shall ensure that the aeroplane is equipped with at least –
 - (i) one Automatic Emergency Locator Transmitter; or
 - (ii) two Emergency Locator Transmitter of any type; or
 - (iii) two Emergency Locator Transmitter, one of which shall be automatic when operating on flights over water beyond auto-rotational or safe forced where the individual certificate of airworthiness is first issued after 1st July 2008;
- (c) an aeroplane not engaged in commercial air transport operations shall ensure that the aeroplane is equipped with at least one –
 - (i) Emergency Locator Transmitter of any type; or
 - (ii) automatic Emergency Locator Transmitter where the individual certificate of airworthiness is first issued after 1st July 2008;
- (d) a helicopter shall ensure when operating in –
 - (i) performance Class 1 or Class 2 –
 - (A) that the helicopter is equipped with at least one Automatic Emergency Locator Transmitter; and
 - (B) on flight over water at a distance from land corresponding to more than ten minutes at normal cruise speed that the helicopter is equipped with at least one Automatic Emergency Locator Transmitter and one Emergency Locator Transmitter in a raft or life jacket;
 - (ii) performance Class 3 –
 - (A) that the helicopter is equipped with at least one Automatic Emergency Locator Transmitter; and
 - (B) on flight over water beyond auto-rotational or safe forced landing distance from land that the helicopter is equipped with at least one Automatic Emergency Locator Transmitter and one Emergency Locator Transmitter in a raft or life jackets on flights.

(2) An operator of an aeroplane or helicopter shall ensure that each Emergency Locator Transmitter installed on the aeroplane or helicopter operates on 121.5 megahertz and 406 megahertz frequencies and meets the technical standards prescribed in Volume III of Annex 10 of the Convention on International Civil Aviation.

(3) An operator shall not conduct operations in an aeroplane or helicopter, unless all batteries used in an Emergency Locator Transmitter on the aeroplane or helicopter are replaced or recharged where applicable when –

- (a) the Emergency Locator Transmitter has been in use for more than one cumulative hour; or
- (b) fifty per cent of the useful life of the batteries has expired or where the batteries are rechargeable, fifty per cent of the useful life of charge has expired.

(4) An operator shall ensure that the expiration date of the batteries for an Emergency Locator Transmitter is legibly marked on the outside of the Emergency Locator Transmitter.

(5) An operator shall take into consideration when making determination under subregulation (3), the useful life of a battery or charge requirements of an Emergency Locator Transmitter does not apply to batteries such as water-activated batteries that are likely to be affected during probable storage intervals.

Flotation Device for Helicopter

53. An operator shall ensure that all helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter when—

- (a) engaged in offshore operations, or other over water operations specified by the Authority;
- (b) flying over water in a hostile environment at a distance from land corresponding to more than ten minutes at normal cruise speed when operating in performance Class 1 or 2;
- (c) flying over water in a non-hostile environment at a distance from land specified by the appropriate authority of the responsible State when operating in performance Class 1; or
- (d) flying over water beyond auto-rotational or safe forced landing distance from land when operating in performance Class 3.”.

Flotation
device for
helicopter
ditching

***Life-Saving Equipment Requirement for Search and
Rescue Over Sea Area***

53A. An air operator of a helicopter operating over sea areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall ensure that such helicopter is equipped with life-saving equipment including means of sustaining life as may be appropriate to the area over-flown.

Life-Saving
Equipment
Requirement
for Search and
Rescue Over
Sea Area

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