

**Subject:** CESSNA - TU206 registered N5411Z, on 14/06/2014, at Granna harbor - Sweden

**Reply to Safety Recommendation SWED-2015-001 received on 07/05/2015**

<p><b>Safety Recommendation:</b></p>	<p>EASA is recommended to investigate whether there is reason to introduce, augment or modify the requirements regarding the colour and function of life vests required in aircraft not covered by Part CAT of Regulation (EU) 965/2012.</p>
<p><b>Response:</b></p>	<p>In addition to Commercial Air Transport (CAT) operations, the following civil aviation operations are also addressed by Commission Regulation (EU) No 965/2012:</p> <ul style="list-style-type: none"> <li>• Non-Commercial operations with Complex motor-powered aircraft (Part-NCC) to be applied by 25 August 2016;</li> <li>• Non-Commercial operations with Other-than complex motor-powered aircraft (Part-NCO) to be applied by 25 August 2016;</li> <li>• Specialised Operations (Part-SPO) to be applied by 21 April 2017.</li> </ul> <p>National legislation applies in the meantime.</p> <p>According to the above-mentioned provisions, aeroplanes operated over water under specified conditions, shall be equipped with life-jackets (See NCC.IDE.A.220, NCO.IDE.A.175 and SPO.IDE.A.195). Similarly, helicopters shall also be equipped with life-jackets. The pilot-in-command of a balloon or sailplane operated over water shall determine the risks to survival of the occupants of the balloon/sailplane in the event of a ditching, based on which he/she shall determine the carriage of life-jackets.</p> <p>The life-jackets are required to be approved in accordance with Regulation (EC) No 748/2012 for aircraft registered in the EU, or the airworthiness requirements of the state of registry for aircraft registered outside the EU. For aeroplanes/helicopters, see NCC.IDE.A/H.100, NCO.IDE.A/H.100 and SPO.IDE.A/H.100. For balloons and sailplanes, the risk assessment conducted by the pilot-in-command to determine the carriage of life jackets should also determine the specifications necessary for the life-jackets to perform the required function.</p> <p>Paragraph 21.A.305 of Commission Regulation (EU) No 748/2012 states that in all cases where the approval of a part or appliance is explicitly required by Union law or Agency measures, the part or appliance shall comply with the applicable European Technical Standard Order (ETSO) or with the specifications recognised as equivalent by the Agency in the particular case.</p> <p>ETSO-C13f, dated 18.07.06, on life preservers provides the minimum performance standards for life preservers.</p> <p>The colour of the life preserver must be an approved international orange-</p>

	<p>yellow or similar high visibility colour. The colour of the flight crew life preservers may be an approved red-orange or similar high visibility contrasting colour (see paragraph 4.1.15 of Appendix 1 of ETSO-C13f).</p> <p>For each adult, adult-child, and child, the life preserver must, within 5 seconds, right the wearer, who is in the water in a facedown attitude. The life preserver must provide lateral and rear support to the wearer's head such that the mouth and nose of a completely relaxed wearer is held clear of the water line with the trunk of the body inclined backward from the vertical position at an angle of 30 degrees minimum (see paragraph 4.1.9.1 of Appendix 1 of ETSO-C13f).</p> <p>For each infant-small child, the life preserver must prevent contact of the wearer's upper torso (i.e. from the waist up) with the water. There must be a means to confine the wearer in the proper position for utilization of the life preserver and prevent the wearer from releasing the confining means. With the wearer in the most adverse condition of weight and position attainable when the confining means are properly used, there must be no tendency of the life preserver to capsize or become unstable, take on water, or allow contact of the upper torso with water. Means must be provided to prevent the entrapment of rain or choppy water. (see paragraph 4.1.9.2 of Appendix 1 of ETSO-C13f).</p> <p>As the above-mentioned provisions already address the colour and function of life vests required in aircraft, no further regulatory action is foreseen by the Agency.</p>
<b>Status:</b>	Closed – Partial agreement

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