

AIC B-44/2000. Krav til udstyr i luftfartøjer anført i JAR-OPS 1 og 3

I henhold til Bestemmelser for Civil Luftfart BL 5-50 skal luftfartøjer, som opereres på en driftstilladelse (Air Operators Certificate/AOC) opfylde kravene anført i JAR-OPS 1 og 3.

Kravene til udstyr i flyvemaskiner står anført i JAR-OPS 1 og for helikoptere i JAR-OPS 3.

Subpart K: Instruments and Equipment. Subpart L: Communication and Navigation Equipment.

For at kunne konstatere om luftfartøjerne opfylder alle udstyrskravene skal der fremover fra ejere/operatører af luftfartøjer, som opererer på en AOC, i forbindelse med ansøgning om udstedelse

af luftdygtighedsbevis samt førstkomende ansøgning om fornyelse af luftdygtighedsbevisets gyldighedsperiode, til Statens Luftfartsvæsen (SLV) fremsendes en liste, som beskriver hvorledes hver enkelt paragraf i henholdsvis JAR-OPS 1 og JAR-OPS 3, subpart K og L er opfyldt.

Listen kan udformes på forskellige måder, men det er vigtigt at listen detaljeret beskriver hvorledes kravet i hver enkelt paragraf er opfyldt. Listen skal være underskrevet af ejer eller operatør.

Krav til udstyr i luftfartøjer, som ikke skal opereres på en AOC, er som hidtil anført i BL 1-12.

Eksempel på hvorledes subpart K og L listen kan udformes:

Requirement	Title	Compliance
1.695	<i>Public Address System</i>	
a. An operator shall not operate an aeroplane with a maximum approved passenger seating configuration of more than 19 unless a public address system is installed.		a. The aircraft is equipped with a PA system. The PA system allows both pilot's and flight attendants to make announcements to the passengers. The system also broadcasts "attention getter" chimes linked to the ordinance signs and to different communication requests from the cabin and the flight deck.
b. The public address system required by this paragraph must:		
1. Operate independently of the interphone systems except for handsets, headsets, microphones, selector switches and signalling devices;		b.1. The PA system is independent of the crew interphone system.
2. Be readily accessible for immediate use from each required flight crew member station;		b.2. The PA is immediately accessible for use from each flight crew station.
3. For each required floor level passenger emergency exit which has an adjacent cabin crew seat, have a microphone which is readily accessible to the seated cabin crew member, except that one microphone may serve more than one exit, provided the proximity of the exits allows unassisted verbal communication between seated cabin crew members;		b.3. The PA system is accessible for use by the seated flight attendants.
4. Be capable of operation within 10 seconds by a cabin crew member at each of those stations in the compartment from which its use is accessible; and		b.4. The PA system is capable of operation within 10 seconds from both flight attendant positions.
5. Be audible and intelligible at all passenger seats, toilets and cabin crew seats and work stations.		b.5. PA transmissions are audible at all passenger seats, the lavatory and flight attendant positions.

(TLD)