


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta  Flight Operations Inspectorate Civil Aviation Directorate Transport Malta Centre Triq Pantar Lija LJA 2021 Malta
OAN Number: <b>08/21</b>	Issue Date: <b>02 June 2022</b>	
Subject: <b>First-Aid Kits - Additional Equipment AMC1CAT.IDE.A.220(4) <b>Rev 1</b></b>		

## 1.0 INTRODUCTION

The purpose of this OAN is to clarify the requirement for the additional equipment under paragraph 4 of AMC 1 CAT.IDE. A.220 - First Aid Kit of Commission Regulation (EU) No 965/2012.

## 2.0 REQUIRMENT

AMC1 CAT.IDE. A.220 – (4) Additional equipment states;

*“The following additional equipment should be carried on board each aircraft equipped with a first-aid kit, though not necessarily in the first-aid kit. When operating multi-deck aircraft, operators should assess if the additional equipment is needed on each deck. The additional equipment should include, as a minimum:*

- (i) automated external defibrillator (AED) on all aircraft required to carry at least **one cabin crew**;*
- (ii) bag-valve masks (masks in three sizes: one for adults, one for children, and one for infants);*
- (iii) suitable airway management device (e.g., supraglottic airway devices, oropharyngeal or nasopharyngeal airways);*
- (iv) eye irrigator;*
- (v) biohazard disposal bags; and*
- (vi) basic delivery kit (including sterile umbilical cord scissors and a pair of cord clamps) on all aircraft required to carry at least **one cabin crew**.”*

Thus, aircraft operators which do not require cabin crew members shall carry the items ii-v, and need not carry items i and vi, while other operators are required to carry all items.

### 3.0 EXPLANATORY NOTE

The Explanatory Note to Decision 2021/005/R provides the following info about the changes made to Point (b)(4) of AMC1 CAT.IDE. A.220:

*"A new category of content, 'additional equipment', has been introduced to include items that are linked to the FAK. Additional equipment consists of equipment needed for resuscitation and of several infrequently but repeatedly used items which may not fit in the existing FAKs or which should be on board but are not required to be included in all the FAKs. Such items are currently part of either the FAK (an eye irrigator and biohazard disposal bags) or the EMK (an automated external defibrillator (AED) which is now included for all aircraft required to carry at least one cabin crew in line with EASA SIB 2018-03 of 30 January 2018, bag-valve masks, a suitable airway management device and a basic delivery kit) and thus their availability and quantity are subject to the respective criteria stated in the AMC. Including such equipment in a separate category should generate savings for the airlines in terms of costs, space, and weight. As the availability of the EMK on some flights is optional, this additional equipment set is linked to the FAK required on all flights; however, the number of each item of additional equipment carried on board should be decided by the operator based on the capacity and design of the aircraft (single-deck versus multi-deck).*

*For instance, the bag-valve mask is currently part of the EMK and, therefore, its availability on board depends on the flight duration and on the MOPSC. However, including such a mask in the FAK would make its quantity dependent on the number of passenger seats installed, i.e., in an aeroplane carrying 200-300 passengers, three pieces should be available as three FAKs are required according to CAT.IDE. A.220. However, carrying one bag-valve mask would be sufficient considering its infrequent but repeated use. To enable a possible installation of an additional equipment set on each deck, it is specified that operators should assess if such a set is needed on each deck when operating multi-deck aircraft."*

### 4.0 CONCLUSION

Operator are requested to ensure that aircraft are equipped with the additional items as required and update the content lists in the applicable documentation. The requirements have entered into force as of April 2021. The agreed grace period for AED equipage will come to end on the 30 June 2022. Any non-compliances detected during RAMP inspections after this period will give rise to a CAT 2 finding.

This OAN is effective until 30 June 2022.

Flight Operations Inspectorate