

JAR-OPS 1.725(c) (continued)

(3) When sufficient capacity is available on a flight recorder system, the sensor is readily available and a change is not required in the equipment that generates the data:

(i) For aeroplanes first issued with an individual Certificate of Airworthiness on or after 1 January 1989, with a maximum certificated take off mass of over 5 700 kg but not more than 27 000 kg, parameters 6 to 15b of Table B of Appendix 1 to JAR-OPS 1.725 ; and

(ii) For aeroplanes first issued with an individual Certificate of Airworthiness on or after 1 January 1987, with a maximum certificated take off mass of over 27 000 kg the remaining parameters of Table B of Appendix 1 to JAR-OPS 1.725.

(d) Individual parameters that can be derived by calculation from the other recorded parameters, need not to be recorded if acceptable to the Authority.

(e) Data must be obtained from aircraft sources which enable accurate correlation with information displayed to the flight crew.

(f) The flight data recorder must start to record the data prior to the aeroplane being capable of moving under its own power and must stop after the aeroplane is incapable of moving under its own power.

(g) The flight data recorder must have a device to assist in locating that recorder in water.

[Amdt. 4, 01.07.02]

JAR-OPS 1.727 Combination Recorder

(See ACJ-OPS 1.727)

(a) Compliance with Cockpit Voice recorder and flight data recorder requirements may be achieved by:

(1) One combination recorder if the aeroplane has to be equipped with a cockpit voice recorder or with a flight data recorder only; or

(2) One combination recorder if the aeroplane with a maximum certificated take-off mass of 5 700 kg or less has to be equipped with a cockpit voice recorder and a flight data recorder; or

(3) Two combination recorders if the aeroplane with a maximum take-off mass over 5 700 kg has to be equipped with a cockpit voice recorder and a flight data recorder.

JAR-OPS 1.727(a) (continued)

(b) A combination recorder is a flight recorder that records:

(1) all voice communications and aural environment required by the relevant cockpit voice recorder paragraph; and

(2) all parameters required by the relevant flight data recorder paragraph, with the same specifications required by those paragraphs.

[Amdt. 4, 01.07.02]

JAR-OPS 1.730 Seats, seat safety belts, harnesses and child restraint devices

(a) An operator shall not operate an aeroplane unless it is equipped with:

(1) A seat or berth for each person who is aged two years or more;

(2) A safety belt, with or without a diagonal shoulder strap, or a safety harness for use in each passenger seat for each passenger aged 2 years or more;

(3) A [child] restraint device, [acceptable to the Authority,] for each infant [(See ACJ OPS 1.730(a)(3);]

(4) Except as provided in sub-paragraph (b) below, a safety belt with shoulder harness for each flight crew seat and for any seat alongside a pilot's seat incorporating a device which will automatically restrain the occupant's torso in the event of rapid deceleration;

(5) Except as provided in sub-paragraph (b) below, a safety belt with shoulder harness for each cabin crew seat and observer's seats. However, this requirement does not preclude use of passenger seats by cabin crew members carried in excess of the required cabin crew complement; and

(6) Seats for cabin crew members located near required floor level emergency exits except that, if the emergency evacuation of passengers would be enhanced by seating cabin crew members elsewhere, other locations are acceptable. The seats shall be forward or rearward facing within 15° of the longitudinal axis of the aeroplane.

(b) All safety belts with shoulder harness must have a single point release.

JAR-OPS 1.730 (continued)

(c) A safety belt with a diagonal shoulder strap for aeroplanes with a maximum certificated take-off mass not exceeding 5 700 kg or a safety belt for aeroplanes with a maximum certificated take-off mass not exceeding 2 730 kg may be permitted in place of a safety belt with shoulder harness if it is not reasonably practicable to fit the latter.

[Ch. 1, 01.03.98; Amdt. 9, 01.09.05]

JAR-OPS 1.731 Fasten Seat belt and No Smoking signs

An operator shall not operate an aeroplane in which all passenger seats are not visible from the flight deck, unless it is equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.

[Ch. 1, 01.03.98]

JAR-OPS 1.735 Internal doors and curtains

An operator shall not operate an aeroplane unless the following equipment is installed:

(a) In an aeroplane with a maximum approved passenger seating configuration of more than 19 passengers, a door between the passenger compartment and the flight deck compartment with a placard 'crew only' and a locking means to prevent passengers from opening it without the permission of a member of the flight crew;

(b) A means for opening each door that separates a passenger compartment from another compartment that has emergency exit provisions. The means for opening must be readily accessible;

(c) If it is necessary to pass through a doorway or curtain separating the passenger cabin from other areas to reach any required emergency exit from any passenger seat, the door or curtain must have a means to secure it in the open position;

(d) A placard on each internal door or adjacent to a curtain that is the means of access to a passenger emergency exit, to indicate that it must be secured open during take off and landing; and

(e) A means for any member of the crew to unlock any door that is normally accessible to passengers and that can be locked by passengers.

JAR-OPS 1.740 Intentionally blank

JAR-OPS 1.745 First-Aid Kits

(See AMC OPS 1.745)

(a) An operator shall not operate an aeroplane unless it is equipped with first-aid kits, readily accessible for use, to the following scale:

Number of passenger seats installed	Number of First-Aid Kits required
0 to 99	1
100 to 199	2
200 to 299	3
300 and more	4

(b) An operator shall ensure that first-aid kits are:

(1) Inspected periodically to confirm, to the extent possible, that contents are maintained in the condition necessary for their intended use; and

(2) Replenished at regular intervals, in accordance with instructions contained on their labels, or as circumstances warrant.

JAR-OPS 1.750 Intentionally blank

JAR-OPS 1.755 Emergency Medical Kit

(See AMC OPS 1.755)

(a) An operator shall not operate an aeroplane with a maximum approved passenger seating configuration of more than 30 seats unless it is equipped with an emergency medical kit if any point on the planned route is more than 60 minutes flying time (at normal cruising speed) from an aerodrome at which qualified medical assistance could be expected to be available.

(b) The commander shall ensure that drugs are not administered except by qualified doctors, nurses or similarly qualified personnel.

(c) Conditions for carriage

(1) The emergency medical kit must be dust and moisture proof and shall be carried under security conditions, where practicable, on the flight deck; and

(2) An operator shall ensure that emergency medical kits are:

(i) Inspected periodically to confirm, to the extent possible, that the contents are maintained in the condition necessary for their intended use; and