

Patrick KY
Executive Director

2015(D)53782
SBI/mde/Flight Standards Directorate
Cologne,

26. AUG. 2015

Mr Alan P Walsh
H M Area Coroner
H M Coroner's Court
Paderborn House
Howell Croft North
Bolton
BL1 1QY
ENGLAND

e-mail: coroners@bolton.gov.uk

Subject: Provision of emergency medical equipment on-board

Reference: Your letter dated 03 July 2015 Ref APW/CLW/03248-2014

Dear Mr Walsh,

Thank you for sharing your concerns with us about the provision of emergency medical equipment on-board passenger aircraft operating under EU legislation, in particular; airway adjuncts, suction equipment, bag-valve mask equipment and defibrillators.

I would like to clarify the particular status of the European Aviation Safety Agency (EASA). As you may be aware, EASA is governed by Regulation (EC) 216/2008 which sets our tasks and responsibilities in the area of aviation safety. EASA's legal status, as an Agency of the European Union, the latter being an international organisation, is further set out in Protocol (No 7) on the Privileges and Immunities of the European Union to the Treaty on the Functioning of the European Union. In light of this, the Agency is not subject to the national rules and procedures of a Member State, such as the Coroners and Justice Act 2009, the Coroners (Investigations) Regulations 2013 and any ensuing instructions derived therefrom.

Notwithstanding the above, I have given due consideration to your concerns, also taking into account the circumstances of the tragic event that triggered your request.

The subject of defibrillators has been debated at length over recent years within the international aviation community, and the International Civil Aviation Organisation and the EU have so far concluded not to mandate their carriage.

However, I do see a lot of merit in your proposal in support of the health and welfare of the travelling public. Technological advancements, with automated external defibrillators becoming smaller, lighter, more economic, and, more importantly, easier and safer to use; coupled with changing passenger demographics, reinforces the opportunity for the issue to be revisited.

We will therefore engage with our Member States to reconsider the situation through analysis of available data. We will launch a first discussion on this matter at our next meeting with Member

States' representatives participating in the air operations thematic advisory group which is scheduled to take place on 9 September 2015.

Yours sincerely,


