



Directors' Office

Oifig Stiúrthóirí

17<sup>th</sup> July 2015



Mr. Alan P. Walsh,  
H M Area Coroner, Manchester West,  
H M Coroner's Court,  
Paderborn House,  
Howell Croft North,  
Bolton  
BL1 1QY  
UK

**Reference: Davina Tavener Deceased**

Dear Mr. Walsh,

I am writing to you in relation to your letter to [REDACTED] dated 3<sup>rd</sup> July 2015, regarding your Report concerning the death of Davina Travener on the 1<sup>st</sup> November 2014.

Thank you for sharing your Report with the IAA and we share your desire to prevent further deaths under any circumstance where it is feasible to do so.

With regard to the carriage of defibrillators (AED) on passenger aircraft, I can confirm the following is the current situation with regard to Irish Air Operator Certificate (AOC) holders:

<b>IRISH CAT OPERATORS</b>	<b>INFORMATION REGARDING AED AND AIRCRAFT TYPES</b>
Aer Lingus	A330 aircraft (Predominantly longhaul ops) - AED carried A319/A320/A321 (shorthaul ops) – No AED carried currently but plans are in progress to fit all shorthaul aircraft with AEDs in the near future.
Air Contractors	B757 (longhaul ops) - AED carried B737-300 (shorthaul ops) – AED carried
Cityjet	Avro RJ-85 (shorthaul ops) – AED carried
Norwegian Intl	B737-800 (shorthaul ops) – AED carried
Ryanair	B737-800 (shorthaul ops) – No AED carried
Stobart Air	ATR 42 & ATR 72 (shorthaul ops) – No AED carried

All AOC holders are in full compliance with the recommendations of European Aviation Safety Agency (EASA) and International Civil Aviation Organisation (ICAO).

The following are observations from EASA and ICAO in regards to carrying defibrillators on board:

1. **EASA:** Regulation (EU) No 965/2012 on Air Operations, Annex IV (Part CAT)

In the AMCs to the Regulation (EU) No 965/2012 on Air Operations (available here), it is recommended, for commercial air transport operations, to carry an automatic external defibrillator on aeroplanes required to carry an emergency medical kit (those having a passenger seating configuration of more than 30 seats when 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) under certain conditions.

Namely the acceptable means of compliance to the rule concerned (CAT.IDE.A.225), listing the content of the Emergency Medical Kit, recommend operators to determine through risk assessment the need to carry the defibrillator. So there is no strict requirement for operators, but only a recommendation based on the result of a risk assessment.

2. **ICAO:** The above is in line with the current ICAO Annex 6 recommendation, which reads as follows:

**ATTACHMENT B. MEDICAL SUPPLIES**  
Supplementary to Chapter 6, 6.2.2 a)

1.2 Based on the limited available evidence, only a very small number of passengers are likely to benefit from the carriage of automated external defibrillators (AED) on aeroplanes. However, many operators carry them because they offer the only effective treatment for cardiac fibrillation. The likelihood of use, and therefore of potential benefit to a passenger, is greatest in aircraft carrying a large number of passengers, over long duration sector lengths. The carriage of AEDs should be determined by operators on the basis of a risk assessment taking into account the particular needs of the operation.

Regarding the carriage of AED's on short-haul aircraft, there may be very little impact on the actual overall statistics. Notwithstanding that, I can confirm that the Chief Executive of the IAA has written to the Chief Executive of Ryanair on the matter. Further to that correspondence, it is our understanding that Ryanair are now positively reviewing the

carriage on their fleet and that they will make a decision shortly. If this were to come to pass, it would be on a voluntary basis and is beyond the current EASA / ICAO requirements.

Finally, on behalf of the Irish Aviation Authority, I wish to extend my sympathies to the family of Ms. Tavener for the sad loss of their loved one.

Yours sincerely,



[REDACTED]  
Head Corporate Affairs  
Irish Aviation Authority