



Civil Aviation Authority
SAFETY NOTICE
Number: SN-2015/001



Issued: 20 May 2015

Carriage of Assistance Dogs in the Aircraft Cabin

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Licence Holders (for information only)
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 Regulation (EC) No. 1107/2006 Article 10 (Annex II) requires that air carriers shall accept the carriage of recognised assistance dogs in the cabin, subject to national regulations.
- 1.2 The purpose of this Safety Notice is to provide airline operators with the latest guidance material regarding the carriage of recognised assistance dogs.
- 1.3 This Safety Notice supersedes SN-2012/013 and the information currently provided in CAP 789 Chapter 8.

2 Compliance/Action to be Taken

- 2.1 Regulation (EC) No. 1107/2006 does not define what is meant by "recognised" assistance dogs. However, a definition is included in ECAC Doc 30 Section 5. This defines a "recognised" assistance dog as one that has been trained to assist a disabled person by an organisation that is a member of Assistance Dogs International (ADI) and/or the International Guide Dog Federation (IGDF). These organisations can be found on the [Assistance Dogs International](#) website and/or the [International Guide Dog Federation](#) website; this includes guide dogs trained to provide mobility assistance to a blind or partially sighted person. Assistance dogs could be of any breed and size from a large Labrador to a miniature Yorkshire terrier.
- 2.2 Assistance dogs will also have been endorsed for their suitability for public access by the Chartered Institute of Environmental Health or Royal Environmental Health Institute of Scotland on the basis that the dog's high standards of training, behaviour, health and welfare

are such that it should be permitted to accompany its owner at all times and in all places within the United Kingdom.

- 2.3 An assistance dog trained by a member organisation of ADI and/or the IGDF will have formal identification. The Assistance Dogs (UK) branded ID book has been designed to support assistance dog owners with access to goods, facilities and services, as defined in the UK Equality Act 2010. Most UK owners of assistance dogs who have been trained by ADI or IGDF will have been issued with this book. It should be taken by airlines as sufficient documentary evidence of a dog being trained by one of these organisations. Other documentary evidence may have to be obtained from assistance dog owners who do not elect to have this form of ID, but have dogs trained by these organisations.
- 2.4 The assistance dog owners that have formal identification or other documentary evidence demonstrating that their dogs have been trained by organisations that are members of ADI and/or IGDF should be permitted to be carried in an aircraft passenger compartment with their dog, at no extra charge. Any dog not meeting the above criteria, or any other animal, must be treated as a pet and other arrangements must be made for its carriage.
- 2.5 Arrangements should be made in advance of a flight where an assistance dog is to be accommodated. The actual seating arrangements are for individual operators to determine but the dog and its owner must not be seated in a row adjacent to an emergency exit. A suitable harness, which should be provided by the owner and then attached to the owner's seat belt, should be utilised to provide the dog with an effective level of restraint during take-off, landing and turbulence. In the cruise it would be acceptable for the dog to be subject to less constraint, sufficient to enable it to achieve a comfortable position. This should take into account the potential problems of trip-hazards associated with passengers using the aisles and cross-aisles. Larger dogs should be accommodated on the cabin floor but smaller, lighter dogs may be carried on the owner's lap, suitably restrained with the harness as outlined above.
- 2.6 There is one type of dog harness that attaches to a seat belt buckle, requiring an empty seat to be provided next to the passenger, which is preferable for larger breeds. There may be other devices available with alternative attachment points that would also provide adequate restraint. Any arrangement that adequately secures the assistance dog is acceptable.
- 2.7 Due to the training that assistance dogs receive and the fact that they are selected for their temperament, it is unlikely that such a dog would be adversely affected by a cabin emergency to such an extent that the safety of other passengers would be compromised. A person travelling with an assistance dog will have already been encouraged to seek advice from their assistance dog organisation, vet or national animal health body on 'pet passport' paperwork, equipment, identification etc.
- 2.8 Operators should ensure that their cabin crew are advised of the relevant operational cabin safety aspects. Such information should be included in the Operations Manual.

3 Queries

- 3.1 Any queries or requests for further guidance as a result of this communication should be addressed to the FO.Cabin.Safety@caa.co.uk e-mail address.

4 Cancellation

- 4.1 This Safety Notice will remain in force until further notice.