

Checklist Aircraft equipment (EQP) inspection (CAT.IDE.A)

Operator ⁽¹⁾	Aeroplane type/Registration(s)	Date	Inspector (Name/signature) ⁽²⁾	Oversight activity Ref.
Purpose:				
Audit team composition:			Auditees names:	

⁽²⁾ By signing this checklist, I hereby confirm that, at the time of performing this activity, I did not have any conflict of interest to declare regarding the above-mentioned operator ⁽¹⁾.

No	Ref Non-compliance	Non-compliances

List of remarks	
Ref remarks	Remarks

Additional notes/comments:

NA = Not Applicable; C = Compliant; NC = Not Compliant; R = Remark; N/R = Not Reviewed

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
General					
CAT.IDE.A.100	- Single instrument (required to be installed in an aeroplane operated in a multi-crew environment), to be readily operable and visible from each flight crew station. - All required emergency equipment to be easily accessible for immediate use.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
ORO.GEN.110(d)	<u>Equipment required for the approved area of operations:</u> The operator shall ensure that its aircraft are equipped and its crews are qualified as required for the area and type of operation.	- Check that specific equipment requirement related to the area of operations and/or operated routes are met (check ICAO Doc 7030)/		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
EU airspace usage requirements (AUR)					
AUR.COM.2005	<u>Datalink services:</u> The aircraft operator shall ensure that any aircraft it operates have the capability to operate the following data link services: (i) Data Link Communications Initiation Capability; (ii) Air Traffic Control (ATC) Communications Management; (iii) ATC Clearances and Information; (iv) ATC Microphone Check.	<u>Note 1:</u> This applies only to flights operating as general air traffic in accordance with instrument flight rules above FL 285 within the Single European Sky airspace, excluding the airspace that is not part of the International Civil Aviation Organisation (ICAO) EUR region and Finland Upper Flight Information Region (UIR) north of 61°30', and Sweden UIR north of 61°30'. <u>Note 2:</u> This does not apply to: a) aircraft with an individual certificate of airworthiness first issued before 1 January 1995; b) aircraft with an individual CofA first issued before 01/01/18 and fitted prior to this date with a data link equipment ensuring interoperability of the ATS applications over ACAR) air-ground network, used primarily where radar surveillance is not practical; c) aircraft of a certified maximum seating capacity of 19 passengers or less, and a MCTOM of 45 359 kg (100 000 lb) or less, and with an individual CofA first issued			

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		before 05/02/20; d) aircraft flying for testing, delivery or for maintenance purposes or with data link constituents temporarily inoperative under the conditions specified in the applicable minimum equipment list; e) aircraft types and models combinations listed in Appendix I; f) aircraft types and models combinations listed in Appendix II having the first individual CofA issued prior to 05/02/20.			
AUR.COM.3005	<u>Voice channel spacing:</u> Aircraft operators shall ensure that all voice communication equipment put into service after 17 November 2013 includes the 8,33 kHz channel spacing capability and is able to tune to 25 kHz spaced channels.	<u>Note 1:</u> This applies only to flights operating as general air traffic within the Single European Sky airspace that is part of the ICAO EUR region, and where voice air-ground and ground-ground radio communications services in the 117,975–137 MHz frequency band are provided. Canarias Flight Information Region (FIR)/UIR are excluded from the scope of application. <u>Note 2:</u> The exemptions from the obligation to operate an aircraft where radio is required with its radio equipment having 8,33 kHz channel spacing capability for cases with limited impact on the network granted by the Member States pursuant to Article 14(2) of Implementing Regulation (EU) No 1079/2012 that were communicated to the Commission remain valid.			
AUR.SUR.2005	<u>Secondary surveillance radar transponders:</u> <u>Aircraft operators shall ensure that:</u> a) aircraft are equipped with serviceable secondary surveillance radar transponders that comply with the following conditions: i) they have the capabilities for airborne Mode S Elementary Surveillance (ELS); ii) they have sufficient continuity to avoid presenting an operational risk; b) aircraft of a MCTOM exceeding 5 700 kg or that have a maximum cruising TAS capability greater than 250 kt, with an individual CofA first issued on or after 07/06/95, are equipped with serviceable secondary surveillance radar transponders that comply with the following conditions: i) they have the capabilities for 1 090 MHz Extended	<u>Note 1:</u> Points (b) and (c) do not apply to A/C: - being flown to undergo maintenance; - being flown for export; - aircraft whose operation will cease by 31 October 2025. <u>Note 2:</u> For aircraft with an individual CofA issued before 07/12/20, the points b) and c) are applicable if: - the operator has established before 07/12/20 a retrofit programme demonstrating compliance with points (b) and (c); and - those aircraft have not benefitted from any Union funding granted to bring such aircraft in compliance with the requirements set out in points (b) and (c).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	Squitter (ES) ADS-B Out, in addition to capabilities referred to in point (a)(i); ii) they have sufficient continuity to avoid presenting an operational risk; c) fixed-wing aircraft of a MCTOM exceeding 5 700 kg or that have a maximum cruising TAS capability greater than 250 kt, with an individual CofA first issued on or after 07/06/95, are equipped with serviceable secondary surveillance radar transponders that comply with the following conditions: i) they have the capabilities for airborne Mode S Enhanced Surveillance (EHS), in addition to capabilities referred to in points (a)(i) and (b)(i); ii) they have the continuity sufficient to avoid presenting an operational risk.				
AUR.SUR.2005	<u>Antenna diversity:</u> Aircraft operators shall ensure that aircraft equipped in accordance with AUR.SUR.2005(1),(2) and (3) and of a MCTOM exceeding 5 700 kg or that have a maximum cruising TAS capability greater than 250 kt, operate with antenna diversity.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
AUR.SUR.2015	<u>Transponder 24-bit ICAO aircraft address:</u> Aircraft operators shall ensure that on board the aircraft they are operating, any Mode S transponder operates with a 24-bit ICAO aircraft address that corresponds to the registration that has been assigned by the State in which the aircraft is registered.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Cockpit					
CAT.IDE.A.110	<u>Spare electrical fuses:</u> - Number to be the highest of : - o 10% of the number of fuses of each rating - o 3 fuses for each rating			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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CAT.IDE.A.115 (a)(2)(4)	<u>Lighting/lights:</u> - lighting supplied from the aeroplane's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the aeroplane; - an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.125 AMC1 CAT.IDE.A.125 AMC2 CAT.IDE.A.125 AMC1 CAT.IDE.A.125(a)(1) (i) AMC1 CAT.IDE.A.125 (a)(1)(ii) AMC1 CAT.IDE.A.125 (a)(1)(iii) AMC1 CAT.IDE.A.125 (a)(1)(iv) AMC1 CAT.IDE.A.125 (a)(1)(ix) AMC1 CAT.IDE.A.125(b) AMC1 CAT.IDE.A.125(c)	<u>Operations under VFR by day — flight and navigational instruments and associated equipment:</u> - A means of measuring and displaying: o Magnetic heading; o Time in hours, minutes, and seconds; o Barometric altitude (in ft with sub-scale setting in mb/hpa); o Indicated airspeed (in kts); o Vertical speed; o Turn and slip; o Attitude; o Heading; o Outside air temperature (In °C); and o Mach number whenever speed limitations are expressed in terms of Mach number. - A means of indicating when the supply of power to the required flight instruments is not adequate. - Whenever two pilots are required for the operation, an additional separate means of displaying the following to the second pilot: o Barometric altitude; o Indicated airspeed; o Vertical speed; o Turn and slip; o Attitude; and o Heading. - A means for preventing malfunction of the airspeed indicating systems due to condensation or icing (heated pitot tube or equivalent) for: o Aeroplanes with an MCTOM > 5 700 kg or an MOPSC > 9; and	- Single engine aeroplanes first issued with an individual CofA before 22 May 1995 are exempted from the requirements for turn and slip, attitude, heading and OAT if the compliance would require retrofitting. - Local flights (AtoA 60 mn duration maximum and within 50 NM), the following is an equivalent means of complying with the turn and slip measurement and display requirement: o A turn and slip indicator; o A turn coordinator; or o Both an attitude and a slip indicator.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	Aeroplanes first issued with an individual CofA on or after 01/04/99.				
CAT.IDE.A.130 AMC1 CAT.IDE.A.130(a)(1) AMC1 CAT.IDE.A.130(a)(2) AMC1 CAT.IDE.A.130(b) AMC1 CAT.IDE.A.130(a)(3) AMC1 CAT.IDE.A.130(a)(8) AMC1 CAT.IDE.A.130(h) AMC1 CAT.IDE.A.130(d) AMC1 CAT.IDE.A.130(a)(5) AMC2 CAT.IDE.A.130(b) AMC1 CAT.IDE.A.130(e) AMC1 CAT.IDE.A.130(i)(5) AMC1 CAT.IDE.A.130(j)	<u>Operations under IFR or at night — flight and navigational instruments and associated equipment:</u> - A means of measuring and displaying: - Magnetic heading; - Time in hours, minutes and seconds; - Indicated airspeed (in kts); - Vertical speed; - Turn and slip, or in the case of aeroplanes equipped with a standby means of measuring and displaying attitude, slip; - Attitude; - Stabilised heading; - Outside air temperature (in °C); and - Mach number whenever speed limitations are expressed in terms of Mach number. - Two means of measuring and displaying barometric altitude (in ft with sub-scale setting in mb/hpa) . - A means of indicating when the supply of power to the required flight instruments is not adequate. - A means for preventing malfunction of the required airspeed indicating systems due to condensation or icing (heated pitot tube or equivalent). - A means of annunciating to the FC the failure of the above means (pitot heating) for aeroplanes: - issued with an individual CofA on or after 01/04/98; or - issued with an individual CofA before 01/04/98 with an MCTOM > 5 700 kg, and with an MOPSC > 9. - Except for propeller-driven aeroplanes with an MCTOM ≤ 5 700 kg, two independent static pressure systems. - One static pressure system and one alternate source of static pressure for propeller-driven aeroplanes with an MCTOM ≤ 5 700 kg.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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	- Whenever two pilots are required for the operation, a separate means of displaying for the second pilot: ○ Barometric altitude; ○ Indicated airspeed; ○ Vertical speed; ○ Turn and slip; ○ Attitude; and ○ Stabilised heading. - A standby (illuminated) means of measuring and displaying attitude capable of being used from either pilot's station for aeroplanes with an MCTOM > 5 700 kg or an MOPSC > 9 that: ○ is powered continuously during normal operation and, after a total failure of the normal electrical generating system, is powered from a source independent from the normal electrical generating system; ○ provides reliable operation for a minimum of 30 mn after total failure of the normal electrical generating system, taking into account other loads on the emergency power supply and operational procedures; ○ operates independently of any other means of measuring and displaying attitude; ○ is operative automatically after total failure of the normal electrical generating system; ○ is appropriately illuminated during all phases of operation, except for aeroplanes with an MCTOM ≤ 5 700 kg, already registered in a MS on 01/04/95 and equipped with a standby attitude indicator in the left-hand instrument panel; ○ is clearly evident to the FC when the standby attitude indicator is being operated by emergency power; and ○ where the standby attitude indicator has its own dedicated power supply, has an associated indication, either on the instrument or on the instrument panel, when this supply is in use. - A chart holder in an easily readable position that can be illuminated for night operations.				
CAT.IDE.A.135	<u>Additional equipment for single-pilot operation under IFR:</u> - Autopilot with at least altitude hold and heading mode.			☐ N/A ☐ C	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
				☐ NC ☐ R ☐ N/R	
CAT.IDE.A.140	<u>Altitude alerting system:</u> - Altitude alerting system capable of: - Alerting FC when approaching a selected altitude; - Alerting FC (aural signal) when deviating from a preselected altitude.	- Applicable only to: - Turbine propeller aeroplanes with an MCTOM > 5 700 kg or having an MOPSC > 9; and - Aeroplanes powered by turbo-jet engines.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.150 AMC1 CAT.IDE.A.150	<u>Terrain awareness warning system (TAWS):</u> - Class A TAWS for turbine-powered aeroplanes having an MCTOM > 5 700 kg or an MOPSC > 9 - Class B TAWS for reciprocating-engine-powered aeroplanes with an MCTOM > 5 700 kg or an MOPSC > 9 - Class B TAWS for turbine-powered aeroplanes for which the individual CofA was first issued after 01/01/19 and having an MCTOM ≤ 5 700 kg and an MOPSC of 6 to 9			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.155 SERA.11014	<u>Airborne collision avoidance system (ACAS)</u> - Applicable to all turbine-powered aeroplanes with an MCTOM > 5 700 kg or an MOPSC > 19	- Check that version 7.1 is installed.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.160 AMC1 CAT.IDE.A.160	<u>Airborne weather detecting equipment:</u> - Applicable to: - Pressurised aeroplanes; - Non-pressurised aeroplanes with an MCTOM > 5 700 kg; and - Non-pressurised aeroplanes with an MOPSC > 9.	- for propeller driven pressurised aeroplanes with an MCTOM ≤ 5 700 kg and an MOPSC ≤ 9, equipment capable of detecting thunderstorms and other potentially hazardous weather conditions, regarded as detectable with airborne weather radar equipment, are also acceptable.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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CAT.IDE.A.165	<u>Additional equipment for operations in icing conditions at night:</u> - means to illuminate or detect the formation of ice, which should not cause glare or reflection that would handicap crew members in the performance of their duties			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.170 AMC1 CAT.IDE.A.170	<u>Flight crew interphone system:</u> - Flight crew interphone system, including headsets and microphones for use by all FC members for aeroplanes operated by more than one FC member.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.175 AMC1 CAT.IDE.A.175	<u>Crew member interphone system:</u> - Independent from PA (except for handset, headsets, microphones, switches and signalling devices); - Fitted with an alerting system (aural or visual) (if applicable) - Differentiation between normal and emergency calls. - 2 way communication between: FC compartment and: o FC compartment and each passenger compartment o FC compartment and each galley (other than on passenger deck) o FC compartment and each remote crew compartment not on passenger deck; o At least 2 FC members and ground personnel.	- Applicable to Aeroplanes with an MCTOM > 15 000 kg, or with an MOPSC > 19, except for aeroplanes first issued with an individual CofA before 01/04/65 and already registered in a MS on 01/04/95.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.180 AMC1 CAT.IDE.A.180	<u>Public address system:</u> - For aeroplanes with an MOPSC > 19. - Independent from interphone system (except for handset, headsets, microphones, switches and signalling devices). - A microphone for each floor level passenger emergency exit with an adjacent CC seat. - Operable within 10 s by a CC at those stations. - Audible at all passenger seats, lavatories, galleys, CC seats, work stations and remote crew areas.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.185 AMC1	<u>Cockpit voice recorder:</u> - Applicable to:			☐ N/A	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
CAT.IDE.A.185	- aeroplanes with an MCTOM > 5 700 kg; and - Multi-engined turbine-powered aeroplanes with an MCTOM ≤ 5 700 kg with an MOPSC > 9 and first issued with an individual CofA on or after 01/01/90. - Recording duration: - the preceding 25 h for aeroplanes with an MCTOM > 27 000 kg and first issued with an individual CofA on or after 01/01/22; or - the preceding 2 hours in all other cases. - Other means than magnetic tape or magnetic wire. - Capable of recording: - FC voice communications in cockpit through the radio; - FC voice communications in cockpit through the interphone system and PA; - Aural environment of the FC compartment; - Voice and audio signals identifying nav or approach aids in headset or speaker. - If not deployable, with an ULD with a minimum transmitting time of 90 days. - If deployable, with an ELT. - Aeroplane with an MCTOM over 27.000 kg and first issued with an individual CoA on or after 05/09/22 to be equipped with an alternate power source for the CVR and cockpit mounted area microphone.			☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.190 AMC1.1 CAT.IDE.A.190 AMC1.2 CAT.IDE.A.190 AMC2 CAT.IDE.A.190 AMC3 CAT.IDE.A.190 AMC4 CAT.IDE.A.190 AMC5	<u>Flight data recorder:</u> - Applicable to: - Aeroplanes with an MCTOM > 5 700 kg and first issued with an individual CofA on or after 01/06/90; - Turbine-engined aeroplanes with an MCTOM > 5 700 kg and first issued with an individual CofA before 01/06/90; and - Multi-engined turbine-powered aeroplanes with an MCTOM ≤ 5 700 kg, with an MOPSC > 9 and first issued with an individual CofA on or after 01/04/98. - Recording capacity:	- Check actual list of parameters recorded against AMCs to CAT.IDE.A.190.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
CAT.IDE.A.190 AMC6 CAT.IDE.A.190	- time, altitude, airspeed, normal acceleration and heading; data recorded to be retained during at least the preceding 25 hours for aeroplanes referred to bullet point 2 above with an MCTOM of less than 27 000 kg; - the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices; data recorded to be retained during at least the preceding 25 hours, for aeroplanes referred to in bullet point 1 above with an MCTOM of less than 27 000 kg and first issued with an individual CofA before 01/01/2016; - the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices; data recorded to be retained during at least the preceding 10 hours, in the case of aeroplanes referred to in bullet point 3 above and first issued with an individual CofA before 01/01/2016; or - the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation; data recorded to be retained during at least the preceding 25 hours, for aeroplanes referred to in bullet points 1 and 3 above and first issued with an individual CofA on or after 01/01/2016. - Data to be obtained from aeroplane sources that enable accurate correlation with information displayed to the FC. - FDR to start to record the data prior to the aeroplane being capable of moving under its own power and to stop after the aeroplane is incapable of moving under its own power. In addition, in the case of aeroplanes issued with an individual CofA on or after 01/04/1998, FDR to start automatically to record the data prior to the aeroplane being capable of moving under its own power and to stop automatically after the aeroplane is incapable of moving under its own power. - If the FDR is not deployable, it shall have a device to assist in locating it under water. By 16/06/2018 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the FDR is deployable, it shall have an automatic emergency locator transmitter.				

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CAT.IDE.A.191 AMC1 CAT.IDE.A.191	<u>Lightweight flight recorder:</u> - Applicable to turbine-engined aeroplanes with an MCTOM ≥ 2 250 kg and aeroplanes with an MOPSC > 9 if all of the following conditions are met: - o not within the scope of point CAT.IDE.A.190(a); - o first issued with an individual CofA on or after 05/09/2022. - Information recorded sufficient to determine the flight path and aircraft speed. - Capable of recording flight data or images recorded during at least the last 5 hours. - Flight recorder to automatically start to record prior to the aeroplane being capable of moving under its own power and to stop automatically after the aeroplane is no longer capable of moving under its own power. - If the flight recorder records images or audio of the flight crew compartment, then a function shall be provided which can be operated by the commander and which modifies image and audio recordings made before the operation of that function, so that those recordings cannot be retrieved using normal replay or copying techniques.	- If the flight recorder records flight data, check the list of parameters to be recorded in AMC1 CAT.IDE.A.191. - If images are recorded, check the criteria applicable to such images in AMC1 CAT.IDE.A.191.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.195 AMC1 CAT.IDE.A.195	<u>Data link recording:</u> - Applicable to aeroplanes first issued with an individual CofA on or after 08/04/14 that have the capability to operate data link communications and are required to be equipped with a CVR. - Information to be recorded: - o Data link communication messages related to ATS communications to and from the aeroplane, - o Information that enables correlation to any associated records related to data link communications and stored separately from the aeroplane; and - o Information on the time and priority of data link communications messages, taking into account the			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	system's architecture.				
CAT.IDE.A.200 AMC1 CAT.IDE.A.200	<u>Combination recorder:</u> Compliance with CVR and FDR requirements may be achieved by: (a) one flight data and cockpit voice combination recorder in the case of aeroplanes required to be equipped with a CVR or an FDR; (b) one flight data and cockpit voice combination recorder in the case of aeroplanes with an MCTOM $\leq 5\,700$ kg and required to be equipped with a CVR and an FDR; or (c) two flight data and cockpit voice combination recorders in the case of aeroplanes with an MCTOM $> 5\,700$ kg and required to be equipped with a CVR and an FDR.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.205 AMC2 CAT.IDE.A.205	<u>Seats, seat safety belts, restraint systems and child restraint devices:</u> - Flight crew seats: - a seat belt with UTR system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration: (i) on each FC seat and on any seat alongside a pilot's seat; (ii) on each observer seat located in the FC compartment;	- See criteria related to UTR and CC seats in para b) of CAT.IDE.A.205 and AMC.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.215 ORO.SEC.100	<u>Internal doors and curtains:</u> - Applicable to aeroplanes with an MOPSC > 19 : A door between the passenger compartment and the flight crew compartment, with a placard indicating 'crew only' and a locking means to prevent passengers from opening it without the permission of a member of the FC. - Applicable to aeroplanes with: - an MCTOM $> 54\,500$ kg - an MCTOM $> 45\,500$ kg and an MOPSC > 19; - an MOPSC > 60. An approved secure flight crew compartment door: - that is capable of being locked and unlocked from either pilot's station - with means by which the CC can notify the FC in the event of suspicious activity or security breaches in the cabin;			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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	with means for monitoring from either pilot's station the entire door area outside the FC compartment to identify persons that request to enter and to detect suspicious behaviour or potential threat.				
CAT.IDE.A.235 AMC1 CAT.IDE.A.235 AMC2 CAT.IDE.A.235	<u>Supplemental oxygen — pressurised aeroplanes:</u> - Supplemental oxygen in accordance with table 1 of CAT.IDE.A.235 applicable to aeroplanes operated above 10.000 ft. - In addition, for aeroplanes operated above 25.000 ft, quick donning masks to be available for FC.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.240 AMC1 CAT.IDE.A.240	<u>Supplemental oxygen — non-pressurised aeroplanes:</u> Supplemental oxygen in accordance with table 1 of CAT.IDE.A.240 applicable to aeroplanes operated above 10.000 ft.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.245 AMC1 CAT.IDE.A.245	<u>Crew protective breathing equipment:</u> - For all pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM > 5 700 kg or having an MOPSC > 19 seats, a PBE to protect the eyes, nose and mouth and to provide for a period of at least 15mn - Oxygen for each FC member on duty in the FC compartment; - Breathing gas from a portable PBE for one member of the FC, adjacent to his/her assigned station, in the case of aeroplanes operated with a FC of more than one and no CC member. - A PBE intended for FC use to be installed in the FC compartment and be accessible for immediate use by each required FC member at his/her assigned station. - A PBE while in use shall not prevent the use of the required means of communication.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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CAT.IDE.A.250 AMC1 CAT.IDE.A.250 Reg. (EU) 2015/640 (Part-26 as amended by Reg. (EU) 2019/133	<u>Hand fire extinguishers:</u> - At least one hand fire extinguisher in the FC compartment, suitable for fighting both flammable fluid and electrical equipment fires. - Dry chemical fire extinguishers not to be used in the FC Compartment.	- No portable fire extinguisher using halon in large aeroplanes for which the first individual certificate of airworthiness is issued on or after 18 May 2019.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.255	<u>Crash axe and crowbar:</u> - For aeroplanes with an MCTOM > 5 700 kg or with an MOPSC > 9, at least one crash axe or crowbar located in the FC compartment.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.265	<u>Means for emergency evacuation:</u> For aeroplanes required to have a separate emergency exit for FC, for which the lowest point of the emergency exit is more than 1,83 m (6 ft) above the ground, availability of a means to assist all FC members in descending to reach the ground safely in an emergency.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.280 AMC1 CAT.IDE.A.280 AMC2 CAT.IDE.A.280	<u>Emergency locator transmitter (ELT):</u> - Aeroplane with an MOPSC > 19, at least: o If first issued with an individual CofA after 01/07/08, 2 ELTs (including one automatic), or one ELT and one aircraft localisation means (CAT.GEN.MPA.210); o If first issued with an individual CofA on or before 01/07/08, 1 automatic ELT or 2 ELTs of any type or one aircraft localisation means (CAT.GEN.MPA.210). - Aeroplane with an MOPSC ≤ 19, at least: o If first issued with an individual CofA after 01/07/08, 1 automatic ELT or one aircraft localisation means (CAT.GEN.MPA.210); o If first issued with an individual CofA on or before 01/07/08, 1 ELT of any type or one aircraft localisation means (CAT.GEN.MPA.210).	- Perform when possible an ELT self-test (dedicated button on the FC panel) during the aircraft inspection. - Check that the ELT(s) on-board is/are of one of the types described in the AMC2 and meets the specific criteria of AMC2..		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
CAT.IDE.A.285	<u>Flight over water:</u> - Life-jackets (with means of electrical illumination) for each person on board, required for: - Landplanes operated over water at a distance > 50 NM from shore or with T-O or LDG path over water; - Seaplanes operated over water.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.325 AMC1 CAT.IDE.A.325	<u>Headset:</u> - Headset with a boom or throat microphone for each FC member. - For IFR/might operations, a transmit button on the manual pitch and roll control for each required FC member.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.330	<u>Radio communication equipment:</u> As required by the applicable airspace requirements.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.335	<u>Audio selector panel:</u> For IFR, operations an audio selector panel operable from each required FC member station.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.340	<u>Radio equipment for operations under VFR over routes navigated by reference to visual landmarks:</u> Aeroplanes operated under VFR over routes navigated by reference to visual landmarks to be equipped with radio communication equipment necessary under normal radio propagation conditions allowing to: - Communicate with appropriate ground stations; - Communicate with appropriate ATC stations from any			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	point in controlled airspace within which flights are intended; and ○ Receive meteorological information.				
CAT.IDE.A.345 AMC1 CAT.IDE.A.345(a) AMC1 CAT.IDE.A.345 AMC2 CAT.IDE.A.345 AMC3 CAT.IDE.A.345 AMC4 CAT.IDE.A.345	Communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks: - As required by the applicable airspace requirements (see AMC/GM). - To include at least: ○ 2 independent radio communication systems; ○ 1 LR communication system for aeroplanes operated for short haul operations in NAT HLA airspace and not crossing the North Atlantic, in case alternative communication procedures are published for the airspace concerned.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.350 AMC1 CAT.IDE.A.350	<u>Transponder:</u> A pressure altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability required for the route being flown.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.355 AMC1 CAT.IDE.A.355	<u>Management of aeronautical databases:</u> - For aeronautical databases supporting an airborne navigation application as a primary means of navigation used to meet the airspace usage requirements, database provider to be a Type 2 DAT provider certified in accordance with Regulation (EU) 2017/373 or equivalent.	- Perform a verification of the database validity, if possible, during the aircraft inspection.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Cabin					
CAT.IDE.A.115(a)(2)	<u>Cabin lighting:</u> - Illumination for all instruments and equipment essential for safe operation; - lighting supplied from the aeroplane's electrical system to provide illumination in all passenger compartments			☐ N/A ☐ C ☐ NC	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
				☐ R ☐ N/R	
CAT.IDE.A.175 AMC1 CAT.IDE.A.175	<u>Crew member interphone system:</u> - Accessible from CC stations (if applicable); - Fitted with an alerting system (aural or visual) (if applicable) - Differentiation between normal and emergency calls.	- Applicable to Aeroplanes with an MCTOM > 15 000 kg, or with an MOPSC > 19, except for aeroplanes first issued with an individual CofA before 01/04/65 and already registered in a MS on 01/04/95.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.205	<u>Seats, seat safety belts, restraint systems and child restraint devices:</u> - Passenger seats: - o A seat belt; - o A seat belt with UTR in the case of aeroplanes with an MCTOM ≤ 700 kg and with an MOPSC ≤ 9, having an individual CofA first issued on or after 08/04/15. - o A child restraint device (CRD) for each person on board younger than 24 months. - Cabin crew seats: - o A seat belt with upper torso restraint system on each seat for the minimum required CC.	- See criteria related to CRD, UTR and CC seats in AMCs.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.210	<u>Fasten seat belt and no smoking signs:</u> - For aeroplane in which not all passengers seats are visible from FC seats.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.215	<u>Internal doors and curtains:</u> - To be available: - o a readily accessible means for opening each door that separates a passenger compartment from another compartment that has emergency exits; - o a means for securing in the open position any doorway or curtain separating the passenger compartment from other areas that need to be accessed to reach any required emergency exit from any passenger seat;			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- o 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 shall be secured open during take-off and landing; and - o 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.				
CAT.IDE.A.220 AMC1 CAT.IDE.A.220 AMC2 CAT.IDE.A.220	<u>First-aid kit (FAK):</u> - Readily accessible and kept up to date FAKs to be available. - Number of FAK depending on the number of passenger seats: - o 0-100: 1 - o 101-200: 2 - o 201-300: 3 - o 301-400: 4 - o 401-500: 5 - o 501+ : 6 - FAK to be inspected periodically and replenished accordingly.	- Check the content of the FAK against AMC1 CAT.IDE.A.220 and the validity of the medications contained. Check in particular the presence of the additional equipment mentioned in para b)4) of AMC1 CAT.IDE.A.220 (AED, bag-valve masks, airway management device,...) - Check that regular checks of the content of the FAK is performed (records).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.225 AMC1 CAT.IDE.A.225 AMC2 CAT.IDE.A.225 AMC3 CAT.IDE.A.225 AMC4 CAT.IDE.A.225	<u>Emergency medical kit (EMK):</u> - Applicable to aeroplanes with an MOPSC > 30 and 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. - EMK to be: - o dust and moisture proof; - o carried in a way that prevents unauthorised access; and - o kept up to date.	- Check the content of the EMK against AMC1 CAT.IDE.A.225 and the validity of the medications contained. Check in particular the recently added items in the AMC such as pulse oximeter and pneumothorax set. - Check that regular checks of the content of the EMK is performed (records). - EMK should be located in the FC compartment or in the cabin in an area which is not intended for the use of passengers (e.g. not in the overhead compartments).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.230 AMC1 CAT.IDE.A.230(d)	<u>First-aid oxygen:</u> - Applicable to aeroplanes operated above 25.000 ft. - o For 2% of the passengers (minimum 1) when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft; - o Sufficient number of dispensing units (minimum 2).			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
CAT.IDE.A.235 AMC1 CAT.IDE.A.235 AMC2 CAT.IDE.A.235 AMC1 CAT.IDE.A.235(c) AMC1 CAT.IDE.A.235(e)	<u>Supplemental oxygen — pressurised aeroplanes:</u> - Supplemental oxygen in accordance with table 1 of CAT.IDE.A.235 applicable to aeroplanes operated above 10.000 ft. - In addition, for aeroplanes operated above 25.000 ft: - o Sufficient spare outlets or portable oxygen units with masks throughout passenger compartment; - o Oxygen dispensing units for each occupant of a seat in the messenger compartment (10% more) - For aeroplane first issued with an individual CofA after 08/11/98 and operated above 25 000 ft, or operated at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 mn, the individual oxygen dispensing units to be automatically deployable.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.240 AMC1 CAT.IDE.A.240	<u>Supplemental oxygen — non-pressurised aeroplanes:</u> - Supplemental oxygen in accordance with table 1 of CAT.IDE.A.240 applicable to aeroplanes operated above 10.000 ft.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.245	<u>Crew protective breathing equipment (PBE):</u> - For all pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM > 5 700 kg or having an MOPSC > 19 seats: - o A PBE to protect the eyes, nose and mouth and to provide for a period of at least 15mn breathing gas for each required CC, adjacent to his/her assigned station; - A PBE intended for CC use to be installed adjacent to each required CC member station. - Additional portable PBE to be installed adjacent to the hand fire extinguisher referred to in points CAT.IDE.A.250 (b) and (c), or adjacent to the entrance of the cargo compartment, in case the hand fire extinguisher is installed in a cargo compartment. - A PBE while in use shall not prevent the use of the required means of communication.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
CAT.IDE.A.250 AMC1 CAT.IDE.A.250 Reg. (EU) 2015/640 (Part-26 as amended by Reg. (EU) 2019/133	<u>Hand fire extinguishers (HFE):</u> - At least one HFE located in, or readily accessible for use in, each galley not located on the main passenger compartment. - At least one HFE shall be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight. - Minimum number of HFE depending on MOPSC: o 7-30: 1 o 31-60: 2 o 61-200: 3 o 201-300: 4 o 301-400: 5 o 401-500: 6 o 501-600: 7 o 601+: 8 - Location of HFE to be indicated by a sign.	- No portable fire extinguisher using halon in large aeroplanes for which the first individual certificate of airworthiness is issued on or after 18 May 2019.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.255 AMC1 CAT.IDE.A.255	<u>Crash axe and crowbar:</u> - For aeroplanes with an MOPSC > 200, an additional crash axe or crowbar to be installed in or near the rearmost galley area, and not visible to passengers.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.265	<u>Means for emergency evacuation:</u> - Aeroplanes with passenger emergency exit sill heights of more than 1,83 m (6 ft) above the ground to be equipped at each of those exits with a means to enable passengers and crew to reach the ground safely in an emergency.	- Not required at overwing exits if the designated place on the aeroplane structure at which the escape route terminates is less than 1,83 m (6 ft) from the ground		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.270 AMC1 CAT.IDE.A.270	<u>Megaphones:</u> - For aeroplanes with an MOPSC > 60, megaphone(s) to be available in accordance with the following:			☐ N/A ☐ C	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	61-99: 1 100+ : 2 - Megaphone(s) to be readily accessible at the assigned seat of a CC, but not necessarily reachable while strapped in CC's seat.			☐ NC ☐ R ☐ N/R	
CAT.IDE.A.275	<u>Emergency lighting and marking:</u> - For aeroplanes with an MOPSC ≤ 9, source of general cabin illumination for night operations. - For aeroplanes with an MOPSC > 9, emergency lighting system (with independent power supply) required (see additional criteria in IR in particular for aeroplanes with with an MOPSC ≤ 19). - For aeroplanes with an MOPSC > 19: - Source of general cabin illumination; - Internal lighting in floor level emergency areas; - Illuminated emergency exit marking and lighting; - When operated by night, exterior emergency lighting at all passenger emergency exits (additional criteria in IR); - A floor proximity emergency escape path marking.	Note: some specific conditions are applicable for aircraft with a TC or equivalent filed before 31/12/1957 or 01/05/1972 (see CAT.IDE.A.275)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.285 AMC1 CAT.IDE.A.285 AMC1 CAT.IDE.A.285(e)(4) & CAT.IDE.A.305(a)(2) AMC1 CAT.IDE.A.285(a) AMC2 CAT.IDE.A.285(a) AMC1 CAT.IDE.A.285(f)	<u>Flight over water:</u> - Life-jackets (with means of electrical illumination) for each person on board, required for: - Landplanes operated over water at a distance > 50 NM from shore or with T-O or LDG path over water; - Seaplanes operated over water. - In addition, seaplanes operated over water, to be equipped with: - A sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the seaplane on water, appropriate to its size, mass and handling characteristics; - Equipment for making sound signal iaw related collision prevention regulation. - Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to: ⇒ 120 minutes at cruising speed or 400 NM, whichever is			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	the lesser, in the case of aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversions; or ⇒ for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, to be equipped with: ○ Lift rafts (accommodation all person on board); ○ A survivor locator light in each raft; ○ Adequate life-saving equipment; ○ 2 survival ELTs. - For aeroplanes with an MCTOM > 27 000 kg and with an MOPSC > 19 and all aeroplanes with an MCTOM > 45 500 kg, a <u>securely attached underwater locating device</u> that operates at a frequency of 8,8 kHz ± 1 kHz, unless: ○ the aeroplane is operated over routes on which it is at no point at a distance of more than 180 NM from the shore; or ○ the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.				
CAT.IDE.A.305 AMC1 CAT.IDE.A.305 AMC1 CAT.IDE.A.285(e)(4) & CAT.IDE.A.305(a)(2) AMC1 CAT.IDE.A.305(b)(2)	<u>Survival equipment:</u> Aeroplanes operated over areas in which search and rescue would be especially difficult to be equipped with: ○ Signalling equipment to make the distress signals; ○ At least one ELT(S); and ○ Additional survival equipment (see AMC) for the route to be flown taking account of the number of persons on board.	- The additional survival equipment not needed when the aeroplane: (1) remains within a distance from an area where search and rescue is not especially difficult corresponding to: (i) 120 minutes at OEI cruising speed for aeroplanes capable of continuing the flight to an aerodrome with the critical engine(s) becoming inoperative at any point along the route or planned diversion routes; or (ii) 30 minutes at cruising speed for all other aeroplanes; (2) remains within a distance no greater than that corresponding to 90 minutes at cruising speed from an area suitable for making an emergency landing, for aeroplanes certified in accordance with the applicable airworthiness standard.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
Cargo					
CAT.IDE.A.250 Reg. (EU) 2015/640 (Part-26 as amended by Reg. (EU) 2019/133)	<u>Hand fire extinguishers:</u> - At least one hand fire extinguisher to be available for use in each class A or class B cargo or baggage compartment and in each class E cargo compartment that is accessible to crew members in flight.	- No portable fire extinguisher using halon in large aeroplanes for which the first individual certificate of airworthiness is issued on or after 18 May 2019.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Exterior					
CAT.IDE.A.115	<u>Operating lights:</u> - All flights: o Anti-collision light system; o Illumination for all instruments and equipment essential for safe operation. - Night flights: o Navigation/position light; o 2 landings lights or one single light having 2 separately energised filament; o Seaplane light (to conform with international regulations for preventing collisions at sea).			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.120	<u>Equipment to clear windshield:</u> - Means to maintain a clear portion of the windshield during precipitation (windshield wipers or equivalent).			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.A.260 AMC1 CAT.IDE.A.260	<u>Marking of break-in points:</u> - Not required to have such markings. - If such areas are marked, the marking shall follow the criteria of CAT.IDE.A.260 + AMC.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
Additional items to be check - EFB					
SPA.EFB.100(b)	Suitability of the hardware - Check that the EFB hardware is placed as described in the operator's EFB procedures - Check that the EFB hardware used is the same as the one for which the approval had been initially granted.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.EFB.100(b) AMC1 SPA.EFB.100(b)(3) AMC2 SPA.EFB.100(b)(3) AMC5 SPA.EFB.100(b)(3)	- Check that the database of the application has been updated accordingly with related specific information for the new aeroplane			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	