

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

Operator ⁽¹⁾	Helicopter 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.H.100	- single instrument (required to be installed in a helicopter 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	
Cockpit/cabin					
CAT.IDE.H.115 (b)	<u>Lighting (helicopters operated at night or under IFR):</u> - lighting supplied from the helicopter's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the helicopter. - lighting supplied from the helicopter's electrical system to provide illumination in all passenger compartments.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.115 (b)(3)	<u>Lights (helicopters operated at night or under IFR):</u> - 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.H.125	<u>Operations under VFR by day — flight and navigational instruments and associated equipment:</u> - A means of measuring and displaying: - o Magnetic heading (magnetic compass or equivalent); - o Time in hours, minutes, and seconds (e.g. clock displaying hours, minutes and seconds, with a sweep-second pointer or digital presentation); - o Barometric altitude (calibrated in feet (ft), with a sub-scale setting, calibrated in hectopascals/millibars); - o Indicated airspeed (in kts); - o Vertical speed; - o Slip; and - o Outside air temperature (°C). - A means of indicating when the supply of power to the required flight instruments is not adequate.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- 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; and - o Slip. - A means of measuring and displaying attitude and heading (gyroscopic heading indicator) for: - o helicopters with an MCTOM > 3 175 kg; or - o any helicopter operating over water when out of sight of land or when the visibility is less than 1 500 m. - A means for preventing malfunction of the airspeed indicating systems due to condensation or icing (heated pitot tube or equivalent) for helicopters with an MCTOM > 3 175 kg or an MOPSC > 9.				
CAT.IDE.H.130	<u>Operations under IFR or at night — flight and navigational instruments and associated equipment:</u> - A means of measuring and displaying: - o Magnetic heading (magnetic compass or equivalent); - o Time in hours, minutes, and seconds (e.g. clock displaying hours, minutes and seconds, with a sweep-second pointer or digital presentation); - o Indicated airspeed (in kts); - o Vertical speed; - o Slip; - o Attitude; - o Stabilised heading; and - o Outside air temperature (in °C); - Two means of measuring and displaying barometric altitude (pressure altimeter 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).	- For single-pilot operations under VFR at night one pressure altimeter may be substituted by a radio altimeter.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- A means of annunciating to the FC the failure of the above means (pitot heating) for helicopters: - o issued with an individual CofA on or after 01/08/99; or - o issued with an individual CofA before 01/08/99 with an MCTOM > 3 175 kg, and with an MOPSC > 9. - An alternate source of static pressure for the means of measuring altitude, airspeed and vertical speed.. - Whenever two pilots are required for the operation, a separate means of displaying for the second pilot: - o Barometric altitude; - o Indicated airspeed; - o Vertical speed; - o Slip; - o Attitude; and - o Stabilised heading (magnetic gyroscopic heading indicator). - A standby means of measuring and displaying attitude that: - o 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; - o operates independently of any other means of measuring and displaying attitude; - o is capable of being used from either pilot's station; - o is operative automatically after total failure of the normal electrical generating system; - o provides reliable operation for a minimum of 30 mn or the time required to fly to a suitable alternate landing site when operating over hostile terrain or offshore, whichever is greater, after total failure of the normal electrical generating system, taking into account other loads on the emergency power supply and operational procedures; - o is appropriately illuminated during all phases of operation, - o is associated with a means to alert the flight crew when operating under its dedicated power supply,				

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	including when operated by emergency power. - For IFR operations, a chart holder in an easily readable position that can be illuminated for night operations (a pre-composed chart on an EFB is acceptable)				
CAT.IDE.H.135	<u>Additional equipment for single-pilot operation under IFR:</u> - Autopilot with at least altitude hold and heading mode.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.145	<u>Radio altimeter:</u> Helicopters on flights over water when operating: - o out of sight of the land; - o in a visibility of less than 1 500 m; - o at night, or - o at a distance from land corresponding to more than three minutes at normal cruising speed Shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot	- Audio warning should be a voice warning and may be provided by a HTAWS. - <u>Display:</u> The RA should be of an analogue type display presentation that requires minimal interpretation for both an instantaneous impression of absolute height and rate of change of height.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.160	<u>Airborne weather detecting equipment:</u> - Applicable to helicopters: - o with an MOPSC of more than nine; and - o operated under IFR or at night; when current weather reports indicate that thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route to be flown	- It should an airborne weather radar.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.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.H.170	<u>Flight crew interphone system:</u> - Flight crew interphone system, including headsets and microphones for use by all FC members for helicopters operated by more than one FC member.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.175	<u>Crew member interphone system:</u>	- Independent from PA (except for handset, headsets,		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	Required for helicopters carrying a crew member other than a flight crew member.	microphones, switches and signalling devices); - For helicopters where at least one cabin crew member is required: - o it should be readily accessible for use at required cabin crew stations close to each separate or pair of floor level emergency exits - o it should have an alerting system incorporating aural or visual signals for use by flight and cabin crew - It should have a means to allow the differentiation between normal and emergency calls: - o Lights of different colours; - o Codes defined by the operator; or - o Any other indicating signal specified in the OM. - 2 way communication between FC compartment and each crew member station. - readily accessible for use from each required flight crew station in the flight crew compartment.			
CAT.IDE.H.180	<u>Public address system:</u> - Required for helicopters with an MOPSC > 9 except for those: - o with an MOPSC of less than 20; - o designed without a bulkhead between pilot and passengers; and - o for which when in flight, the pilot's voice is audible and intelligible at all passengers' seats (to be demonstrated by the operator).	- Independent from interphone system (except for handset, headsets, microphones, switches and signalling devices). - readily accessible for immediate use from each required flight crew station. - A microphone for each floor level passenger emergency exit with an adjacent CC seat (one microphone may serve more than one exit, provided the proximity of exits allows unassisted verbal communication between seated cabin crew members); - Operable within 10 s by a CC at those stations. - Audible at all passenger seats, lavatories, CC seats, work stations and any other location or compartment that may be occupied by persons. - provides reliable operation for a minimum of ten minutes following a total failure of the normal electrical generating system.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.185	<u>Cockpit voice recorder:</u> - Applicable to: - o helicopters with an MCTOM > 7 000 kg; and - o helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	01/01/1987. - Recording duration: - o the preceding two hours for helicopters first issued with an individual CofA on or after 01/01/2016; or - o the preceding one hour for helicopters with an MCTOM > 7 000 kg, when first issued with an individual CofA on or after 01/08/1999 and before 01/01/2016; or - o the preceding 30 minutes for helicopters with an MCTOM > 7 000 kg, when first issued with an individual CofA before 01/08/1999; or - o the preceding 30 minutes for helicopters with an MCTOM of more than 3 175 kg, when first issued with an individual CofA before 01/01/2016. - Other means than magnetic tape or magnetic wire. - Capable of recording: - o FC voice communications in cockpit through the radio; - o FC voice communications in cockpit through the interphone system and PA (if installed); - o Aural environment of the FC compartment, including, for: ▪ helicopters first issued with an individual CofA on or after 01/08/99, the audio signals received from each crew microphone; ▪ helicopters first issued with an individual CofA before 01/08/99, the audio signals received from each crew microphone, where practicable - o 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.				
CAT.IDE.H.190	<u>Flight data recorder:</u> - Applicable to:	- Check actual list of parameters recorded against AMCs to CAT.IDE.H.190.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- Helicopters with an MCTOM > 3 175 kg and first issued with an individual CofA on or after 01/08/99; - Helicopters with an MCTOM > 7 000 kg or with an MOPSC of more than 9, and first issued with an individual CofA before 01/01/89 but before 01/08/99. - Recording capacity: - flight path, speed, attitude, engine power, operation and configuration and be capable of retaining the data recorded during at least the preceding 10 hours, for helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 01/01/2016; - flight path, speed, attitude, engine power and operation and be capable of retaining the data recorded during at least the preceding eight hours, for helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 01/08/99 and before 01/01/2016; - flight path, speed, attitude, engine power and operation and be capable of retaining the data recorded during at least the preceding five hours, for Helicopters with an MCTOM > 7 000 kg or with an MOPSC of more than 9, and first issued with an individual CofA before 01/01/89 but before 01/08/99. - Data to be obtained from helicopter sources that enable accurate correlation with information displayed to the FC. - The FDR shall automatically start to record the data prior to the helicopter being capable of moving under its own power and shall stop automatically after the helicopter 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. with a minimum underwater transmission time of 90 days. - If the FDR is deployable, it shall have an automatic emergency locator transmitter.				
CAT.IDE.H.191	<u>Lightweight flight recorder:</u> - Applicable to Turbine-engined helicopters with an MCTOM of 2 250 kg or more, if all of the following conditions are met: not within the scope of point CAT.IDE.H.190(a);	- If the flight recorder records flight data, check the list of parameters to be recorded in AMC1 CAT.IDE.H.191. - If images are recorded, check the criteria applicable to such images in AMC1 CAT.IDE.H.191.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- 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 helicopter being capable of moving under its own power and to stop automatically after the helicopter 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.				
CAT.IDE.H.195	<u>Data link recording:</u> - Applicable to helicopters 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: - Data link communication messages related to ATS communications to and from the helicopter (see table 1 in AMC1 CAT.IDE.H.195), - Information that enables correlation to any associated records related to data link communications and stored separately from the helicopter; and - Information on the time and priority of data link communications messages, taking into account the system's architecture. - If the recorder is not deployable, it shall have a device to assist in locating it under water with a minimum underwater transmission time of 90 days. - If the recorder is deployable, it shall have an automatic ELT.	- digital method of recording and storing data and information to be used - Retention of data for at least the same duration as set out for CVRs in CAT.IDE.H.185. - The recorder on which the data link messages are recorded may be: - the CVR; - the FDR; - a combination recorder when CAT.IDE.H.200 is applicable; or - a dedicated flight recorder. - Start and stop logic of the recorder are the same as the requirements applicable to the start and stop logic of the CVR contained in CAT.IDE.H.185(d) and (e).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
CAT.IDE.H.200	<u>Combination recorder:</u> Compliance with CVR and FDR requirements may be achieved by one combination recorder that records: (1) all voice communications and the aural environment required by CAT.IDE.H.185 regarding CVRs; and (2) all parameters required by CAT.IDE.H.190 regarding FDRs, with the same specifications required by those paragraphs.	- A flight data and cockpit voice combination recorder may record data link communication messages and related information required by CAT.IDE.H.195.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.205	<u>Seats, seat safety belts, restraint systems and child restraint devices:</u> - <u>Flight crew seats:</u> - a seat belt with UTR system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration on each FC seat. - <u>Passenger seats:</u> - A seat belt on each passenger seat and restraining belts for each berth; - A seat belt with UTR for each passenger aged 24M or more in the case of helicopters first issued with an individual CofA on or after 01/08/99. - A child restraint device (CRD) for each person on board younger than 24 months. - <u>Cabin crew seats:</u> - A seat belt with upper torso restraint system on each seat for the minimum required CC. - <u>Other persons:</u> - A seat or berth for each person on board who is aged 24 months or more.	- A seat belt with UTR shall have: - have a single point release; and - include a two shoulder straps and a seat belt that may be used independently. - See criteria related to CRD, UTR and CC seats in AMCs.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.210	<u>Fasten seat belt and no smoking signs:</u> - For helicopters in which not all passengers seats are visible from FC seats.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.220	<u>First-aid kit (FAK):</u> - At least one FAK in every helicopter. - Readily accessible and kept up to date.	- Check the content of the FAK against AMC1 CAT.IDE.H.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.H.220 (AED, bag-valve masks,		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- FAK to be inspected periodically and replenished accordingly.	airway management device,...) - Check that regular checks of the content of the FAK is performed (records).			
CAT.IDE.H.240	<u>Supplemental oxygen — non-pressurised helicopters:</u> - Supplemental oxygen applicable to helicopters operated above 10.000 ft: - in accordance with table 1 of CAT.IDE.H.240 for complex helicopters - in accordance with table 2 of CAT.IDE.H.240 for non-complex helicopters.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.250	<u>Hand fire extinguishers (HFE):</u> - At least one HFE located in the FC compartment. - At least one HFE located in, or readily accessible for use in, each galley not located on the main passenger compartment. - Minimum number of HFE depending on MOPSC: 7-30: 1 31-60: 2 61-200: 3 - Location of HFE to be indicated by a sign (unless if clearly visible).	- FC compartment: - HFE suitable for fighting both flammable fluid and electrical equipment fires; - No dry chemical fire extinguishers. - If only one HFE is required in the passenger compartment, it should be near the cabin crew member's station, where provided. - If 2 or more HFEs are required in the passenger compartment, one should be located near each end of the cabin with the remainder distributed throughout the cabin as evenly as is practicable. - No portable fire extinguisher using halon in large helicopters for which the first individual CofA is issued on or after 18/05/2019.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.270	<u>Megaphones:</u> - For helicopters with an MOPSC > 19, one portable battery-powered megaphone readily accessible for use by crew members			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.275	<u>Emergency lighting and marking:</u> - For helicopters with an MOPSC > 19 an emergency lighting system having an independent power supply to provide a source of general cabin			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	illumination to facilitate the evacuation of the helicopter. - emergency exit marking and locating signs visible in daylight or in the dark. - Helicopters operated: - in performance class 1 or 2 on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed; - in performance class 3 on a flight over water at a distance corresponding to more than three minutes flying time at normal cruising speed. shall be equipped with emergency exit markings visible in daylight or in the dark				
CAT.IDE.H.280	<u>Emergency locator transmitter (ELT):</u> - At least one automatic ELT. - One ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz	- The new expiry date for a replaced (or recharged) battery should be legibly marked on the outside of the equipment. - Check that the ELT(s) on-board is/are of one of the types described in the AMC2 and meets the specific criteria of this AMC2.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.290	<u>Life-jackets:</u> - a life-jacket for each person on board or equivalent floatation device for each person on board younger than 24 M, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided, when operated in:: - PC 1 or 2 on a flight over water at a distance from land corresponding to more than 10 mn flying time at normal cruising speed; - PC 3 on a flight over water beyond autorotational distance from land; - PC2 or 3 when taking off or landing at an aerodrome or operating site where the take-off or approach path is over water. - Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination (survivor locator light) for the purpose of facilitating the location of persons	- life-jacket should be accessible from the seat or berth of the person for whose use it is provided, with a safety belt or harness fastened.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.295	<u>Crew survival suits:</u>	- Check the availability of survival suits as applicable depending		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	Each crew member shall wear a survival suit when operating in PC 3 on a flight over water beyond autorotational distance or safe forced landing distance from land, when the weather report or forecasts available to the commander indicate that the sea temperature will be less than plus 10 °C during the flight.	on the area of operations and performance class.			
CAT.IDE.H.300	<u>Life-rafts, survival ELTs and survival equipment on extended overwater flights:</u> Helicopters operated: - In PC 1 or 2 on a flight over water at a distance from land corresponding to more than 10 mn flying time at normal cruising speed - in PC 3 on a flight over water at a distance corresponding to more than 3 mn flying time at normal cruising speed shall be equipped with: - in the case of a helicopter carrying less than 12 persons, at least one life-raft with a rated capacity of not less than the maximum number of persons on board - in the case of a helicopter carrying more than 11 persons, at least two life-rafts, stowed so as to facilitate their ready use in an emergency, sufficient together to accommodate all persons capable of being carried on board and, if one is lost, the remaining life-raft(s) having, the overload capacity sufficient to accommodate all persons on the helicopter - at least one survival ELT (ELT(S)) for each required life-raft; and - life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken.	- Check AMC1 related the characteristics of the life-raft(s) and the required equipment to be contained in the life-raft(s). - The survival ELT (ELT(S)) is an ELT removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by a survivor. An ELT(S) may be activated manually or automatically (e.g. by water activation). It should be designed to be tethered either to a life raft or a survivor. - Verify Airworthiness Directives: EASA AD 2022-0214 - LEONARDO S.p.A. - AW189 helicopters		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.305	<u>Survival equipment:</u> Helicopters 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 for the route to be flown taking account of the number of persons on board.	- Check the list of additional survival equipment provided in AMC1 and the additional list when polar conditions are expected.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

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CAT.IDE.H.315	Miscellaneous equipment (Helicopters certified for operating on water): - a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the helicopter on water, appropriate to its size, mass and handling characteristics; and - equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.320	<u>Ditching (all helicopters over water):</u> - Helicopters shall be <u>designed for landing on water</u> or <u>certified for ditching</u> when operated in PC 1 or 2 on a flight over water in a hostile environment at a distance from land corresponding to more than 10 mn flying time at normal cruise speed. - Helicopters shall be <u>designed for landing on water</u> or <u>certified for ditching</u> or <u>fitted with emergency flotation equipment</u> when operated in: • PC 1 or 2 on a flight over water in a non-hostile environment at a distance from land corresponding to more than 10 mn flying time at normal cruise speed; • PC 2, when taking off or landing over water, except in the case of helicopter emergency medical services (HEMS) operations, where for the purpose of minimising exposure, the landing or take-off at a HEMS operating site located in a congested environment is conducted over water; • PC 3 on a flight over water beyond safe forced landing distance from land.	- With regards, to the emergency flotation equipment, the same considerations of AMC1 SPA.HOFO.165(d) should apply.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.325	<u>Headset:</u> Whenever a radio communication and/or radio navigation system is required: - a headset with a boom or throat microphone for each FC member; and - a transmit button on the flight controls for each required pilot and/or crew member at his/her assigned station.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
CAT.IDE.H.330	<u>Radio communication equipment:</u> - As required by the applicable airspace requirements. - The radio communication equipment shall provide for communication on the aeronautical emergency frequency 121,5 MHz	Note: Operation in airspace where carriage of radio is required shall comply with 8.33 kHz channel spacing capability (Art.5.4 of Reg.1079/2012)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.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.H.340	<u>Radio equipment for operations under VFR over routes navigated by reference to visual landmarks:</u> Helicopters 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 point in controlled airspace within which flights are intended; and - Receive meteorological information.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
CAT.IDE.H.345	<u>Communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks:</u> - As required by the applicable airspace requirements (see AMC/GM). - Radio communication equipment to include at least 2 independent radio communication systems. - Sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment allows safe navigation in accordance with the flight plan. - Helicopters operated on flights in which it is intended to land in	- When 2 independent means of communications are required, each system should have an independent antenna installation. - Examples of acceptable number and type of NAV equipment: - two VOR receiving systems on any route, or part thereof, where navigation is based only on VOR signals; - two ADF systems on any route, or part thereof, where navigation is based only on non-directional beacon (NDB) signals; and - area navigation equipment when area navigation is required for the route being flown (e.g. equipment required by Part-SPA).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	IMC shall be equipped with suitable equipment capable of providing guidance to a point from which a visual landing can be performed for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodromes. - For PBN operations the helicopter shall meet the airworthiness certification requirements for the appropriate navigation specification.				
CAT.IDE.H.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.H.355	<u>Management of aeronautical databases:</u> - Current and unaltered aeronautical databases to be timely distributed in accordance with the validity period of the databases/or with a procedure in the OM if no validity exists. - 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	
Cargo					
CAT.IDE.H.250	<u>Hand fire extinguishers (HFE):</u> - At least one HFE shall be available for use in each cargo compartment that is accessible to crew members in flight. - Location of HFE to be indicated by a sign (unless if clearly visible).	- No portable fire extinguisher using halon in large helicopters for which the first individual CofA is issued on or after 18/05/2019.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Exterior					
CAT.IDE.H.115	<u>Operating lights:</u> - All helicopters:			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- Anti-collision light system; - Helicopters operated at night or under IFR: - Navigation/position light; 2 landings lights or one single light having 2 separately energised filament; - Seaplane light (to conform with international regulations for preventing collisions at sea).				
CAT.IDE.H.260	<u>Marking of break-in points:</u> - If areas of the helicopter's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1 of CAT.IDE.H.160.	- The colour of the markings should be red or yellow and, if necessary, should be outlined in white to contrast with the background. - If the corner markings are more than 2 m apart, intermediate lines 9 cm x 3 cm should be inserted so that there is no more than 2 m between adjacent markings.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Additional items to be check - EFB (if applicable)					
SPA.EFB.100(b)	<u>Suitability of the hardware</u> - 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)	- 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	
Additional equipment for SPA.PBN, PBN 0.3 and RNPAP APCH operations					
CAT.IDE.H.145(e)	For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.	- Check AFM, FCOM, SB/SL, approved design data and other documents issued by the TC/STC holder(s) to assess compliance with PBN specifications.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Additional equipment for NVIS operations (if applicable)					
SPA.NVIS.110(b)	<u>Radio-altimeter</u> The helicopter shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and an audio and visual warning at a height selectable by the pilot, instantly	- Check AMC1 SPA.NVIS.110(b) for the specific requirements on the radio altimeter. - The radio altimeter should:		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	discernible during all phases of NVIS flight.	- be of an analogue type display presentation that requires minimal interpretation for both an instantaneous impression of absolute height and rate of change of height; - be positioned to be instantly visible and discernable from each cockpit crew station; - have an integral audio and visual low height warning that operates at a height selectable by the pilot; and - provide unambiguous warning to the crew of radio altimeter failure. - The visual warning should provide: - clear visual warning at each cockpit crew station of height below the pilot-selectable height; and - adequate attention-getting-capability for typical NVIS operations. - The audio warning should: - be unambiguous and readily cancellable; - not extinguish any visual low height warnings when cancelled; and - operate at the same pilot-selectable height as the visual warning.			
SPA.NVIS.110(c)	<u>Lighting:</u> (1) NVIS-compatible instrument panel flood-lighting, if installed, that can illuminate all essential flight instruments; (2) NVIS-compatible utility lights; (3) portable NVIS compatible flashlight; and (4) a means for removing or extinguishing internal NVIS non-compatible lights.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.NVIS.110(d)	<u>Additional NVIS equipment:</u> - a back-up or secondary power source for the night vision goggles (NVG); - a helmet with the appropriate NVG attachment.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.NVIS.110(e)	<u>Night vision goggles:</u> All required NVGs on an NVIS flight shall be of the same type, generation and model.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Additional equipment for HHO (if applicable)					

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HHO.115(a)	<u>Hoist equipment</u> The installation of all helicopter hoist equipment other than a simple PCDS, and any subsequent modifications, shall have an airworthiness approval appropriate to the intended function.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HHO.115	<u>HHO communication means:</u> - Communication equipment to allow - a two-way radio communication s with the organisation for which the HHO is being provided and - where possible, a means of communicating with ground personnel at the HHO site for: - day and night offshore operations; - night onshore operations, except for HHO at a helicopter emergency medical services (HEMS) operating site.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Additional equipment for HEMS (if applicable)					
SPA.HEMS.105 (a)(1)	<u>Hoist equipment (applicable from 25/05/2024):</u> For <u>HEMS HEC operation</u> , the installation of all helicopter hoist equipment other than a simple PCDS, and any subsequent modifications, shall have an airworthiness approval appropriate to the intended function.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.105 (b)	<u>Cargo Hook System (applicable from 25/05/2024):</u> For <u>HEMS HEC operation</u> , use an approved double cargo hook, or a cargo hook system approved under a relevant airworthiness standard;	- A double cargo hook installation should be considered to satisfy the airworthiness criteria for HEMS HEC operations if it meets the criteria of AMC1 SPO.SPEC.HEC.105(b). - A cargo hook system other than a double cargo hook should meet the provisions of point (a) of AMC1 SPO.SPEC.HEC.105(b).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.110(a)	<u>General:</u> -The installation on a helicopter of all dedicated medical equipment and any subsequent modifications to that equipment and, where appropriate, its operation, shall be approved in accordance with Regulation (EU) No 748/2012.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.110(b)	<u>Moving map display with own-ship position (applicable from 25/05/2024):</u> - For VFR flights over routes navigated by reference to visual landmarks, the helicopter shall be equipped with a device that provides a moving map display with own-ship position and obstacles.	- The moving map display should show the relative altitude of the surrounding terrain and obstacles to that of the helicopter, and may be any of the following: (a) an HTAWS that is airworthiness approved;		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- The map and obstacle database(s) shall be kept up to date.	(b) a display that is integrated in the cockpit environment and is airworthiness approved; (c) a type B EFB software application. - The database should cover the area where the helicopter usually performs HEMS operations.			
SPA.HEMS.110(c)	<u>Supplemental oxygen requirements (applicable from 25/05/2024):</u> - By way of derogation from point CAT.IDE.H.240 of Annex IV, complex, non-pressurised helicopters operated in HEMS with a MOPSC of nine or less shall comply with the oxygen requirements applicable to other than complex, non-pressurised helicopters.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.110(e)	<u>Single-pilot operations at night (applicable from 25/05/2028):</u> - a suitable stability augmentation system or autopilot for a helicopter first issued with an individual CofA before 25/05/2024; - an autopilot for a helicopter first issued with an initial CofA on or after 2/05/2024.	- The SAS or autopilot should have at least the following functions: (a) Pitch rate damping and attitude / attitude rate stabilisation; (b) Roll rate damping and attitude / attitude rate stabilisation; and (c) Yaw damping. - The autopilot should have at least the following functions: (a) Attitude hold; (b) Altitude hold mode; and (c) Heading hold mode.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.110(f)	<u>HEMS operations by day (applicable from 25/05/2024):</u> - A means of measuring and displaying: • Attitude; • Stabilised heading;			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.110(g)	<u>Radio-altimeter (applicable from 25/05/2024):</u> - The helicopter shall be equipped with a radio altimeter capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.115	<u>Communication:</u> Helicopters conducting HEMS flights shall have communication equipment capable of conducting:			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	- two-way communication with the organisation for which the HEMS is being conducted and, - where possible, to communicate with ground emergency service personnel.				
SPA.HEMS.125 b)3)	<u>Usage monitoring system (UMS) (operations to/from a HEMS operating site located in a hostile environment):</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable until 25/05/2028 - Helicopters conducting operations to/from a HEMS operating site located in a hostile environment shall be operated in accordance with PC 2 and be exempt from the approval required by CAT.POL.H.305(a), provided compliance is shown with CAT.POL.H.305(b)(2) and (b)(3).	- Refer to definitions 61(a) and 61(b) from Part-DEF. <u>Note:</u> CAT.POL.H.305(b) (3) requires a usage monitoring system (UMS)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125 (a)	<u>Crash-resistant fuel system (PC3 operations over a hostile environment):</u> - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 <u>Required when:</u> - The HEMS operating site used for T-O, LDG or HEMS HEC operations is located below 7000-ft altitude or the helicopter is not certified as CAT A; and either: - the planned HEMS operation does not require the transportation of medical personnel, medical supplies or ill or injured persons; or at least one HEMS operating site used for take-off, landing or HEMS HEC operation during the HEMS mission is located at or above 8000 ft altitude.	- Refer to definitions 61(a) and 61(b) from Part-DEF		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HERMS.125 (a)	Safety belt with upper torso restraint system for use on each passenger seat for each passenger aged 24 months or more (PC3 operations over a hostile environment): - for HERMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HERMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 Required when: - The HERMS operating site used for T-O, LDG or HERMS HEC operations is located below 7000-ft altitude or the helicopter is not certified as CAT A; and either: - the planned HERMS operation does not require the transportation of medical personnel, medical supplies or ill or injured persons; or - at least one HERMS operating site used for take-off, landing or HERMS HEC operation during the HERMS mission is located at or above 8000 ft altitude.	- Refer to definitions 61(a) and 61(b) from Part-DEF		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HERMS.125 (a)	Usage monitoring system (UMS) (PC3 operations over a hostile environment): - for HERMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HERMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 Required when: - The HERMS operating site used for T-O, LDG or HERMS HEC operations is located below 7000-ft altitude or the helicopter is not certified as CAT A; and either: - the planned HERMS operation does not require the transportation of medical personnel, medical supplies or ill or injured persons; or - at least one HERMS operating site used for take-off, landing or HERMS HEC operation during the HERMS mission is located at or above 8000 ft altitude.	CAT.POL.H.420 of Annex IV is a prior approval item Note: - CAT.POL.H.420 refers to CAT.POL.H.305(b) (3) which requires a usage monitoring system (UMS) - Refer to definitions 61(a) and 61(b) from Part-DEF		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HEMS.125 c)3)ii)	Usage monitoring system (UMS) (T-O and landing operations in PC3 to or from a HEMS operating site located in a hostile environment) : - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 - Helicopters shall be exempt from the approval required by CAT.POL.H.305(a) of Annex IV, provided compliance is shown with CAT.POL.H.305(b)(2) and (b)(3).	Note: CAT.POL.H.305(b) (3) requires a usage monitoring system (UMS) - Refer to definitions 61(a) and 61(b) from Part-DEF		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.125 c)4)	Helicopter lighting (night operations): - for HEMS operations covered by point (61)(a) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2024 - for HEMS operations covered by point (61)(b) of Annex I to Regulation (EU) No 965/2012 applicable from 25/05/2028 - the helicopter lighting system shall adequately illuminate the landing site and surrounding obstacles.	- Refer to definitions 61(a) and 61(b) from Part-DEF - For night operations, the illumination should be sufficient to allow the pilot to: identify the landing area in flight and determine the landing direction; and make a safe approach, landing and take-off.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HEMS.151	Aircraft Tracking System (applicable from 25/05/2024): - The operator shall establish and maintain a monitored aircraft tracking system for HEMS operation for the entire duration of the HEMS mission			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Additional equipment for HOFO (if applicable)					
SPA.HOFO.150	Aircraft tracking system An operator shall establish and maintain a monitored aircraft tracking system for offshore operations in a hostile environment from the time the helicopter departs until it arrives at its final destination.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.155	Vibration health monitoring (VHM) system: - The following helicopters conducting CAT offshore operations in a hostile environment: - complex motor-powered helicopters first issued with an individual CofA after 31/12/2016; - all helicopters with a MOPSC > 9 and first issued with	- The VHM system should measure vibration characteristics of rotating critical components during flight, using suitable vibration sensors, techniques, and recording equipment. - The frequency and flight phases of data measurement should be established together with the TCH during the initial entry		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
	an individual CofA before 01/01/2017; all helicopters first issued with an individual CofA after 31/12/2018. shall be fitted with a VHM system capable of monitoring the status of critical rotor and rotor drive systems.	into service.			
SPA.HOFO.160(a)(1)	<u>Public address:</u> - Helicopters with a MOPSC >9 shall be equipped a PA system. - Helicopters with an MOPSC of 9 or less need not be equipped with a PA system if the operator can demonstrate that the pilot's voice is understandable at all passengers' seats in flight.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.160(a)(2)	<u>Radio altimeter:</u> - Helicopters shall be equipped with a radio altimeter that is capable of emitting an audio warning below a pre-set height and a visual warning at a height selectable by the pilot.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.160(b)	<u>Emergency exits markings:</u> - All emergency exits, including crew emergency exits, and any door, window or other opening that is suitable for emergency egress, and the means for opening them shall be clearly marked for the guidance of occupants using them in daylight or in the dark. - Such markings shall be designed to remain visible if the helicopter is capsized or the cabin is submerged.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.160(c)	<u>HTAWS:</u> - Helicopters used in CAT operations: - with a MCTOM of more than 3 175 kg <u>or</u> a MOPSC > 9; and - first issued with an individual CofA after 31/12/2018; shall be equipped with an HTAWS that meets the requirements for class A equipment as specified in an acceptable standard.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.165(a)	<u>Life jackets:</u> Approved life jackets shall be worn at all times by all persons on board unless integrated survival suits that meet the combined requirement of the survival suit and life jacket are worn.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HOFO.165(b)	<u>Survival suits:</u> All passengers on board shall wear an approved survival suit: - when the weather report or forecasts available to the commander/pilot-in-command indicate that the sea temperature will be less than plus 10 °C during the flight; or - when the estimated rescue time exceeds the calculated survival time; or - when the flight is planned to be conducted at night.	- Check the availability of survival suits, as applicable.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.165(c)	<u>Emergency breathing systems:</u> All persons on board shall carry and be instructed in the use of emergency breathing systems.	- The EBS should be an EBS system capable of rapid underwater deployment.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.165(d)	<u>Life rafts:</u> - Number of life rafts installed: - in the case of a helicopter carrying less than 12 persons, <u>at least one life raft</u> with a rated capacity of not less than the maximum number of persons on board; or - in the case of a helicopter carrying more than 11 persons, <u>at least two life rafts</u>, sufficient together to accommodate all persons capable of being carried on board and, if one is lost, the remaining life raft(s) having the overload capacity sufficient to accommodate all persons on the helicopter. - Each life raft shall contain at least one survival emergency locator transmitter (ELT(S)). - Each life raft shall contain life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken.	- All life rafts carried shall be installed so as to be usable in the sea conditions in which the helicopter's ditching, flotation, and trim characteristics were evaluated for certification. - All life rafts carried shall be installed so as to facilitate their ready use in an emergency. - Check the criteria of AMC1 SPA.HOFO.165(d) related to the installation criteria of the life-raft(s). <u>Note:</u> Check Airworthiness Directives EASA AD 2022-0214 - LEONARDO S.p.A. - AW189 helicopters (if applicable)		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.165(e)	<u>Emergency cabin lighting:</u> The helicopter shall be equipped with an emergency lighting system with an independent power supply to provide a source of general cabin illumination to facilitate the evacuation of the helicopter.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
SPA.HOFO.165(f)	<u>Automatically deployable emergency locator transmitter (ELT(AD)):</u> The helicopter shall be equipped with an ELT(AD) that is capable of transmitting simultaneously on 121,5 MHz and 406 MHz.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.165(g)	<u>Means of securing of non-jettisonable doors:</u> Non-jettisonable doors that are designated as ditching emergency exits shall have a means of securing them in the open position so that they do not interfere with the occupants' egress in all sea conditions up to the maximum sea conditions required to be evaluated for ditching and flotation.			☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
SPA.HOFO.165(h)	<u>Emergency exits and escape hatches:</u> All emergency exits, including crew emergency exits, and any door, window or other opening suitable to be used for the purpose of underwater escape shall be equipped so as to be operable in an emergency.	There should be an easily accessible emergency exit or suitable opening for each passenger; - Additional criteria: - Means of opening rapid and obvious; - Instructions should be contained in the passenger safety briefing material; - Openings size linked with shoulder size of the passengers (see Para (b) and (d) of AMC1 SPA.HOFO.165(h)); - Egress of max 2 passengers per exit, unless additional criteria on unobstructed area provided are met (see para c) of AMC1 SPA.HOFO.165(h)).		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	
Operations without an assured safe forced landing capability (CAT.POL.H.305) (if applicable)					
CAT.POL.H.305(b)(3)	<u>Usage monitoring system (UMS)</u>	The usage monitoring system should fulfil at least the following: - Recording of the following data: - date and time of recording, or a reliable means of establishing these parameters; - amount of flight hours recorded during the day plus total flight time; - N1 (gas producer RPM) cycle count; - N2 (power turbine RPM) cycle count (if the engine features a free turbine); - turbine temperature exceedance: value,		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		- duration; - power-shaft torque exceedance: value, duration (if a torque sensor is fitted); - engine shafts speed exceedance: value, duration. - Data storage of the above parameters, if applicable, covering the maximum flight time in a day, and not less than 5 flight hours, with an appropriate sampling interval for each parameter. - The system should include a comprehensive self-test function with a malfunction indicator and a detection of power-off or sensor input disconnection. - A means should be available for downloading and analysis of the recorded parameters. Frequency of downloading should be sufficient to ensure data are not lost through overwriting.			
Helicopter operations over a hostile environment located outside a congested area (CAT.POL.H.420) (if applicable)					
CAT.POL.H.420(b)(4)	Usage monitoring system (UMS)	The usage monitoring system should fulfil at least the following: - Recording of the following data: - date and time of recording, or a reliable means of establishing these parameters; - amount of flight hours recorded during the day plus total flight time; - N1 (gas producer RPM) cycle count; - N2 (power turbine RPM) cycle count (if the engine features a free turbine); - turbine temperature exceedance: value, duration; - power-shaft torque exceedance: value, duration (if a torque sensor is fitted); - engine shafts speed exceedance: value, duration. - Data storage of the above parameters, if applicable, covering the maximum flight time in a day, and not less than 5 flight hours, with an appropriate sampling interval for each parameter.		☐ N/A ☐ C ☐ NC ☐ R ☐ N/R	

Reference	Requirement	Specific requirements/expectations	Eval. operator	Eval. CA	Description
		The system should include a comprehensive self-test function with a malfunction indicator and a detection of power-off or sensor input disconnection. A means should be available for downloading and analysis of the recorded parameters. Frequency of downloading should be sufficient to ensure data are not lost through overwriting.			