



INSPECTION INSTRUCTIONS AND PRE-DESCRIBED FINDINGS	Doc #	INST.RI.01/005
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DOCUMENT CONTROL SHEET

Reference documents

a) Contextual documents

AMC1 to ARO.RAMP.125

Log of issues

Issue	Issue date	Applicability	Change description
001	17/09/2014		First issue. Migration of SAFA inspecting instructions and PDFs. Addition of SACA inspecting instructions and PDFs.
002	18/11/2015		See change log in version 2 of this document.
003	20/03/2019	01/09/2019	See change log in version 3 of this document.
004	20/10/2020	14/02/2021	See change log in version 4 of this document.
005	20/05/2022	01/08/2022	Changes in the inspection instructions <ul style="list-style-type: none"> - New inspection instructions for General Aviation/NCC operations and pre-described findings. - New layout/structure of the of the instructions, pre-described findings and standard references. - Update of standard references. - New definitions. - New quick reference guide for findings on placards and markings and the corresponding instructions in inspection items. - Item A03: <ul style="list-style-type: none"> o Additional instructions on TAWS TDB. o Amendment of the instructions on ACAS. - Item A04: <ul style="list-style-type: none"> o Checking of compliance with MCAI. o New note on how to address the cases when the flight crew member is not familiarised with the manuals. - Item A05: <ul style="list-style-type: none"> o New note on the categorisation of previously identified findings. - Item A06: <ul style="list-style-type: none"> o Amendment of the inspection instructions on EFB stowed during critical phases of flight. - Item A07: <ul style="list-style-type: none"> o New note on the categorisation of previously identified findings. o New note on the MEL update due to a MCAI. - Item A15:





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- Inspection instructions complemented to check that the hand fire extinguisher is secured.
- Item A22:
 - Alignment of SAFA and SACA.
- Item A23:
 - New inspection instructions on warning messages.
- Item B01:
 - New note on stowage of cabin items.
 - New note to clarify under which inspection item report the finding related to loose and unsecured luggage.
- Item B03:
 - New note on AED requirement for EASA operators.
- Item B06:
 - New note on seatbelts with frayed edges.
- Item B10:
 - New inspection instruction on the safety information given to the passengers.
- Item B11:
 - New note on service personnel.
- Item B14:
 - New notes addressing the transportation of infants.
- Item C01:
 - New inspection instruction on the condition of pressure ports and the RVSM areas.
 - New note on the exterior emergency lights.
- Item C05:
 - Additional inspection instructions on the undercarriage condition.
- Item C08:
 - Moved the inspection instructions on the condition of LPT/LPC and IGV/OGV from C07 to be in line with the existing PDF.
- Item E01:
 - New note on non-compliances with applicable standards not having a direct safety relevance.

Changes in the pre-described findings**PDF amendments**

Number	New / Deleted	Reason
A01-14	Operational flight deck markings and/or placards missing or incorrect	Deleted to allow for the new reference table





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			A01-19	Marking and/or Placards providing misleading information with major effect on flight safety	Newly inserted
			A01-20	Marking and/or Placards missing or unreadable	Newly inserted
			A03-03	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1, but mitigating measures in place.	Deleted as not in line with the amended instructions
			A03-15	TDB of TAWS/GPWS with FLTA function outdated with minor or no changes for the authorised operation area(s) (within dispatch limits / conditions)	Newly inserted
			A03-16	TDB of TAWS/GPWS with FLTA function outdated and significant changes for the authorised operation area(s) within dispatch limits / conditions)	Newly inserted
			A04-12	OM/AFM not updated as required by a mandatory AD	Newly inserted
			A10-12	Layout of the declaration and/or the list of specific approvals (if applicable) not in accordance with applicable requirements	Newly inserted for GA PDF
			A10-13	Information in the list of specific approvals not in accordance with applicable requirements	Newly inserted for GA PDF
			A10-14	Information in the declaration not in accordance with applicable requirement	Newly inserted for GA PDF
			A10-15	Non-commercial operation not in accordance with the list of specific approvals or no list of specific approval issued when required	Newly inserted for GA PDF
			A10-16	Operations of complex motor-powered aircraft engaged in non-commercial operations without a valid declaration	Newly inserted for GA PDF
			A10-17	A valid declaration and/or list of specific approvals (if applicable) (either original or copy) for the flights performed was not carried on board at the time of the inspection.	Newly inserted for GA PDF
			A13-16	Required en-route alternate(s) (EDTO/ETOPS) not available	Merged with A13-12
			A13-17	ETOPS en-route alternate aerodrome below planning minima	Merged with A13-12





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			A13-19	Weather on required en-route alternate(s) below EDTO/ETOPS minima	Merged with A13-12
			A15-05	HFE found not correctly secured but constrained within a dedicated and working latchable container	New PDF for all types of inspections
			A15-06	HFE not correctly secured	New PDF for all types of inspections
			A17-04	Strap or buckle worn/damaged and unserviceable	New PDF for all types of inspections
			A19-03	Insufficient number of serviceable independent portable lights for all pilots during night operation	Merged with A19-02
			A22-03	Certificate of release to service/maintenance release with incorrect or incomplete traceability data	Existing PDF text amended and extended to all types of inspections
			A22-04	Maintenance documentation showing overdue maintenance	Existing PDF text amended and extended to all types of inspections
			A23-16	Maintenance action entered in ATL or equivalent document, although not performed	Existing SACA PDF added for SAFA
			B01-18	Markings and/or placards missing, unreadable, and/or providing misleading information with significant effect on flight safety	New PDF for all types of inspections
			B01-19	Markings and/or placards for non-safety equipment and/or installations missing, unreadable or providing misleading information	New Cat G for all types of inspections
			B03-02	Contents of the first-aid kit and/or universal precaution kit past expiration date	Removed, merged with B03-03
			B03-06	Aircraft not equipped with an AED	New 2PDF for all types of inspections
			B04-06	HFE not identified as such	New PDF for all types of operations





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			B04-07	HFE found not correctly secured but constrained within a dedicated and working latchable container	New PDF for all types of inspections
			B07-04	Cabin emergency exit light(s) out of order, including the associated external emergency lights (within dispatch limits/conditions)	Modified PDF for all types of inspections
			B08-08	Survival equipment/portable ELT not identified as such	New PDF for all types of operations
			B10-08	No passenger emergency briefing cards on board and no alternative way to convey the required information	Newly inserted for GA PDF
			B12-12	Seat rows with direct access to emergency exits left unoccupied (and not staffed by cabin attendant)	Newly inserted for SACA-CAT PDF
			C01-22	Markings and/or placards providing misleading information	New PDF for all types of inspections
			C05-06	Ground servicing placards and markings not applied or unreadable	Deleted to allow for C05-01 and the new matrix
			C05-11	Markings and/or placards providing misleading information	Modified to allow for the new matrix
			C05-12	Bonding wires broken or missing with minor impact influence on flight safety	New PDF for all types of inspections
			C05-13	Bonding wires broken or missing with significant impact influence on flight safety	New PDF for all types of inspections
			C05-14	Bonding wires broken or missing with major influence on safety	New PDF for all types of inspections
			C07-02	Ground servicing markings not applied or unreadable	Deleted to allow for C07-01 and the new matrix
			C07-13	Markings and/or placards providing misleading information	Modified PDF for new types of inspections
			D01-03	Markings and/or placards missing or unreadable	Modified PDF for all types of inspections





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			D01-14	Markings and/or placards providing misleading information	New PDF for all types of operations
			D02-01	Incorrect or incomplete information in NOTOC, not concerning CAO packages	Deleted and merged with D02-02
			D03-09	Markings and/or placards required for safe cargo loading missing, unreadable and/or providing misleading information	New PDF for all types of inspections
			E01-07	Medical certificate delivered to a crew member with a breath deficiency	New PDF for all types of inspections
			E01-08	Crew member on duty with a known breath deficiency not mentioned on the medical certificate	New PDF for all types of inspections
			E01-09	Crew member unable to provide a sufficient breath sample to undergo an alcohol test performed with a breathalyser	New PDF for all types of inspections





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INTRODUCTION

Purpose and scope

AMC 1 to ARO.RAMP 125 provides that ramp inspectors should follow the inspection instructions on the categorisation of findings established by the Agency for inspections performed on aircraft used by third country operators (SAFA) and on aircraft used by operators under the regulatory oversight of another Member State (SACA).

The overall objective of the Instructions is to ensure that ramp inspections are performed in a standardised manner in all Participating States, by providing detailed inspection instructions and a common reporting taxonomy.

This document provides detailed instructions on the reporting and categorisation of findings relating to the inspections of aeroplanes engaged both in commercial air transport (CAT) and in general aviation (GA) operations. However, for ramp inspections by an EASA Member State on general aviation operators under the regulatory oversight of another EASA member State, the instructions are covering non-commercial operations with complex motor-powered aircraft only (NCC operations).

When inspecting aircraft of EASA operators performing operations other than CAT and NCC, EASA NAAs should check for compliance with the applicable standards and determine the proper description and categorisation of findings making use, to the most possible extent, of the same criteria and wording adopted in these instructions.

These instructions should also be followed by all Participating States when inspecting rotorcraft, for those parts that are immediately applicable. Whenever the Standards mentioned in this document do not pertain to rotorcraft and rotorcraft operations, the applicable Standards should be determined by the inspecting NAA having regard to the type of operations and be reported whenever a finding is raised.

Legal framework

Commission Regulation (EU) No. 965/2012, Annex II, Subpart RAMP.

If during the inspection it is established that a certain situation is not in compliance with the relevant standards, this is then considered a finding as defined in ARO.RAMP.130.

a) For each inspection item, 3 categories of possible deviations from the standards have been defined. The findings are categorised according to the potential influence on flight safety. This means that a CAT 1 finding is considered to have a minor influence on safety. A CAT 2 finding may have a significant influence and a CAT 3 finding may have a major influence on safety.

Note: Any other safety relevant issues identified during a ramp inspection (SAFA /SACA), although not constituting a finding, can be reported as a CAT G remark under each inspection item, for example: missing life jackets for flights conducted entirely overland.

b) The finding should be categorised according to the list of Pre-Described Findings (PDF) listed below. In the PDF list the description, categorisation and reference to the applicable standard is given. Although the list of PDFs is as complete as possible, it cannot cover all possible deviations that may occur.

c) The PDF list is intended to be used by the inspector to guarantee a common description and categorisation of findings. The inspector should make use of this list in the majority of situations and should always privilege the use of PDF while reporting findings in the EASA database. In those cases where there is no appropriate PDF, the inspector should, based upon his proficiency and the impact influence on aviation safety, make a sound judgement into which category the finding needs to be placed. The ramp inspection tool allows for findings to be entered by the user. While inserting a User Described Finding (UDF) in the EASA database, the inspector should make sure to always report the associated Standard Reference representing the basis for the identification of the finding.





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d) If any deficiencies are detected related to loose and/or missing fasteners or rivets and/or damaged and/or broken bonding wires during the ramp inspection the finding categorisation has to be done by the inspector in accordance with the assessment decision matrix provided further below. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.

Definitions

- This document refers to findings raised for inspections carried out on four different types of inspections, depending on the type of operation, the State of Operator and the State of Inspection. To differentiate between the four, the following abbreviations are being used throughout the document:
 - SAFA-CAT:
 - inspections by EU states on non-EU third country operators performing commercial air transport operations, or
 - inspections by non-EU states on all operators performing commercial air transport operations
 - SACA-CAT:
 - inspections by EU states on EU operators performing Commercial air transport operations
 - SAFA-GA:
 - inspections by EU states on non-EU third country operators performing General aviation transport operations, or
 - inspections by non-EU states on all operators performing general aviation transport operations
 - SACA-NCC:
 - inspections by EU states on EU operators performing non-commercial operations with complex motor-powered aircraft
- For each raised finding, a letter in the column “STD” of the POI should indicate which set of standards was applied.
 - “I” (ICAO):** Standards to be used in SAFA-CAT and SAFA-GA type of inspections, applicable requirements are the ICAO international standards.
 - “E” (EU):** Standards to be used in SACA-CAT and SACA-NCC type of inspections, Applicable requirements are the EU requirements.
 - “M” (Manufacturer):** For manufacturers’ standards used for evaluating damages.
 - “N” (National):** For published national standards declared applicable to all operators flying to that State with an impact influence on flight safety or deemed mandatory for that state (AIP).

Notwithstanding the above, certain ICAO standards may apply to SACA-CAT/SACA-GA and conversely, some EU standards to SAFA-CAT/SAFA-GA.
- When this document shows for a certain type of ramp inspection the regulation reference “Not applicable”, that means that no standard reference is available, and this PDF should not be used by the inspector.
- The term of pilot in command is used throughout this document instead of “commander”. Similarly, the term co-pilot is used instead of “pilot or first officer”. The term “pilot” is applicable for both.
- PDF standard references: each PDF has for the corresponding type of operation (see bullet 1) one or more references that are for the most part directly pointing to the applicable legal standard(s).





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Notwithstanding that, in some unique cases it may be necessary for the inspector to find applicable AMC and/or GM connected to this top level referenced standard to complete the information on the applicability of the requirements. These references have been omitted in order not to extend the document with many hundreds of additional references (and a full text of those in the second part of the document).





Assessment Matrix

Assessment Matrix				
			Assessment Criteria	Action and follow up
Assessment level	Minor	Cat1	<p>Minor impact Fasteners findings with minor influence on safety:</p> <ul style="list-style-type: none"> One or more missing fastener(s) not adjacent in any location in any number of secondary panels which are flush to the surrounding structure <p>Minor impact bBonding wire findings with minor influence on safety:</p> <ul style="list-style-type: none"> One or more missing bonding wire(s) not adjacent in servicing/access/fairing panels, cargo doors, inlet and outlet valves or landing gear doors All bonding wires with redundancy except for bonding wires in emergency exit doors, flight control system, or landing gear system 	<ul style="list-style-type: none"> Normal debriefing with proof of inspection but no follow up via the database by inspecting NAA No further assessment by the inspector at time of inspection
	Significant	Cat2	<p>Significant impact Fastener findings with significant influence on safety:</p> <ul style="list-style-type: none"> Two consecutive missing fasteners in secondary structure panels with the panel flush with the surrounding structure Consecutive rivets missing in engine exhaust nozzle skin, wheel wells, or similar locations outside pressurised areas No evident exposure to airflow or noticeable damages that could lift the panel <p>Significant impact bBonding wire findings with significant influence on safety:</p> <ul style="list-style-type: none"> Wire broken (less than 25% remaining) but <u>redundant bonding wire available</u>, installed in an emergency exit door, flight control system, or landing gear system 	<ul style="list-style-type: none"> Normal debriefing with proof of inspection No further assessment by the inspector at time of inspection The operator should assess and report findings that potentially lowers safety in accordance with its own procedures under its own responsibility and accountability The operator is requested to upload AMM/SRM dispatch limits in the follow up process Findings should not be closed prior to the upload of dispatch limits or equivalent Oversight NAA may be requested to comment into the database in cases where the operator has operated outside the manufacturer's limitations with repetitive breaches of ICAO or EU requirements
	Major	Cat3	<p>Major impact Fastener findings with major influence on safety:</p> <ul style="list-style-type: none"> Loose/missing fastener in primary structure element Loose/missing rivet in pressurised area Loose/missing bolts, lockbolts, hi-locks, or other fasteners with safety wire protection Two or more consecutive loose/missing rivets in engine inlet cowls/skin or similar locations that could cause a FOD hazard Several loose/missing fasteners on a secondary structure panel being loose with evident exposure to airflow or significant damages that could lift the panel <p>Major impact bBonding wire findings with major influence on safety:</p> <ul style="list-style-type: none"> Broken (less than 25% remaining) or missing bonding wire(s) <u>without redundant bonding wire available</u> in emergency exit doors, flight control system, or landing gear system. 	<ul style="list-style-type: none"> Debrief the operator as soon as possible to avoid delays with a clear instruction to record defect in 'Aircraft Technical Log' (or equivalent) and assess defect Findings or remarks that impact influence on flight safety must be resolved by the operator prior to departure Defect assessed in accordance with manufacturer's dispatch limits prior to departure as per the operator's approved procedures with a 'Certificate of Release to Service' (CRS) Manufacturer limits as described in the AMM/SRM should only be used when the assessment indicates 'Major' impact influence on flight safety and the operator should provide the inspector with evidence of the corrective action (3b) <p>Note: Defects that after assessment by the operator are found to be within dispatch limits or lead to paperwork only, should be categorised as 'Significant' (CAT 2)</p>





Ramp inspector quick reference guide for missing and/or unreadable Placards and Markings

Type of marking/placard	Available Pre-Described findings	Finding Category	Remarks
Placards / Markings A items (Flight deck)			
• Placard "Crew only" on cockpit door	PDF A01-17 Placard "Crew only" missing or unreadable	1	
• Placard/Markings/descriptions required for safe operation of the aircraft, examples: <ul style="list-style-type: none"> • speed limits • trim system • magnetic compass • communication • navigation • cabin pressurization • Fuel systems (Jettisoning) • Powerplant system • Flight controls 	PDF A01-20 Marking and/or Placards missing or unreadable	2	
	PDF A01-19 Marking and/or Placards providing misleading information with major effect on flight safety	3	Wrong information provided to flight crew with major impact influence on further flight safety (e.g. an incorrect speed limit)



Placards / Markings B items (related to Emergency Equipment in the cabin)			
<ul style="list-style-type: none"> Placards relevant for the correct Identification and/or equipment location Placards related to the operation of emergency equipment, galley trolley stowage position and limitations 	PDF B01-17 Safety Markings and/or placards missing or unreadable	1	
	PDF B01-18 Markings and/or placards missing, unreadable or providing misleading information with significant effect on flight safety	2	
	PDF B03-04 First-aid kit (medical supplies) not identified as such	1	
	PDF B04-06 HFE not identified as such	2	
	PDF B07-08 Emergency exit(s) not marked with the appropriate operating instructions	2	
	PDF B08-08 Survival equipment/portable ELT not identified as such	2	
	PDF B09-02 Oxygen equipment not readily accessible or not at indicated location and required for the type of flight	2	
	PDF B09-05 Oxygen equipment not adequately marked with its operating instructions	2	
<ul style="list-style-type: none"> Markings for passenger convenience items Markings for non-safety galley equipment 	PDF B01-19 Markings and/or placards for non-safety equipment and/or installations missing, unreadable or providing misleading information	G	





Placards / Markings C items (external)			
Placards addressed to Maintenance Personnel			
<ul style="list-style-type: none"> • Engine Oil Service • Tire pressure and servicing (“service with nitrogen only placard”) • Strut Pressure Service • Levelling markings for A/C lifting • Maintenance Instructions (e.g. correct bolt length, fuel water drain) • Warning marking not within reaching distance 	PDFs C01-01; C05-01; C07-01 Markings and/or placards missing or unreadable	1	Such markings/placards are relevant to maintenance personnel only
<ul style="list-style-type: none"> • Warning related to special access (e.g. Fuel tank) 	PDFs C01-22; C05-11; C07-13 Markings and/or placards providing misleading information	2	
Placards / Markings addressed to Ground Service Personnel			
<ul style="list-style-type: none"> • Water/Waste, • GPU • Fuel filler instruction • Max fuel pressure • “Ground Here” • Door operating instructions • Cargo door open / locked indicator 	PDFs C01-01; C05-01; C07-01 Markings and/or placards missing or unreadable	1	Relevant for equipment/system location and ground servicing operating instructions
	PDFs C01-22; C05-11; C07-13 Markings and/or placards providing misleading information	2	
	PDF C02-03 Door operation instructions missing or unreadable	2	
Placards / Markings addressed to Ground Handling Personnel			
<ul style="list-style-type: none"> • Towing marking to prevent NLG over-center • Parking (if any) • Engine hazard zone marking • Warning markings to protect the health of handling personnel • Hot air exhaust, air intake, out flow valve (within reaching distance) 	PDFs C01-22; C05-11; C07-13 Markings and/or placards providing misleading information	2	Relevant for the safe operation/handling of the aircraft on ground To be considered as CAT 2 as hazard might be undetected by ground handling personnel



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Other exterior markings

<ul style="list-style-type: none"> • Markings of the escape area (over wing escape path markings) • Cut here in emergency (if applied) • Markings related to flight controls positions • Dripstick markings • Flight Data recorder position • Ram Air Turbine Area (if applied) 	PDFs C01-01; C07-01 Markings and/or placards missing or unreadable	1	Relevant for non-normal operation (e.g. special inspections, evacuation...)
	PDFs C01-22; C05-11; C07-13 Markings and/or placards providing misleading information	2	

Placards / Markings D items (cargo)

<ul style="list-style-type: none"> • Aircraft specific configuration placards to ensure correct loading • Net arrangement • Loading height limit placards • Cargo Loading instructions 	PDF D01-03 Markings and/or placards missing or unreadable	1	Depending on aircraft type
	PDF D01-14 Markings and/or placards providing misleading information	2	
	PDF-D03-09 Markings and/or placards required for safe cargo loading missing, unreadable and/or providing misleading information	2	

Notes:

- “Unreadable” means that the placard or marking is not clear enough to be read or deciphered
- If an aircraft with a missing/unreadable placard or marking is dispatched in accordance with the applicable manufactures dispatch limitations, no finding should be raised





Inspection instructions and pre-described findings.





SAFA - CAT

A. Inspection instructions on the categorisation of findings identified during SAFA-CAT inspections

The following standard references are used:

- Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006.
- ICAO Annex 1 (13th Edition July 2020, Amendment 176, 5 November 2020, Corrigendum No. 1).
- ICAO Annex 2 (10th Edition July 2005, Amendment 46, 16 July 2018).
- ICAO Annex 6, Part I (11th Edition July 2018, Amendment 46, 25 March 2021).
- ICAO Annex 7 (6th Edition, July 2012, Amendment 6, 16 July 2012).
- ICAO Annex 8 (12th Edition, July 2018, Amendment 106, 08 November 2018).
- ICAO Annex 10, Volume III (2nd Edition July 2007, Amendment 90, 11 July 2016) and Volume IV (5th Edition July 2014, Amendment 90, 16 July 2018).
- ICAO Annex 15 (16th Edition, July 2018, Amendment 41, 5 November 2020).
- ICAO Annex 16, Volume I (8th Edition, July 2017, Amendment 13, 1 January 2021).
- ICAO Annex 18 (4th Edition, July 2011, Amendment 12, 13 July 2015).
- European (EUR) Regional Supplementary Procedures (ICAO Doc 7030) (5th Edition, 2008, Amendment 9, 25 April 2014).
- Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91.





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- Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.
- Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010.
- Commission Regulation (EU) No 1332/2011 of 16 December 2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance.
- Commission Implementing Regulation (EU) No 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky.





SACA - CAT

B. Inspection instructions on the categorisation of findings identified during SACA-CAT inspections

The following standard references are used:

- Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91.
- Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.
- Commission Regulation (EU) No 1178/2011 of 03/11/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.
- Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 laying down detailed rules with regard to the acceptance of third-country certification of pilots and amending Regulation (EU) No 1178/2011.
- Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations.
- Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012.
- Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.
- Commission Implementing Regulation (EU) No 923/2012 of 26/09/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010.





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- Commission Regulation (EU) No 1332/2011 of 16/12/2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance.
- Commission implementing Regulation (EU) No 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky.
- Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006.
- European (EUR) Regional Supplementary Procedures (ICAO Doc 7030) (5th Edition, Amendment 9, 25 April 2014).

Note: In the specific case of references to certification specifications (CS) (e.g. CS 23, CS 25,...), it is worth noting that the related aircraft might have been certified against other standards or another version of these standards. The inspector may however use these references, but in case of disagreement, the operator will be expected to demonstrate that the related CS provision was not part of the certification basis on the operated aircraft.





SAFA - GA

C. Inspection instructions on the categorisation of findings identified during SAFA-GA inspections

The following standard references are used:

- Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006.
- ICAO Annex 1 (13th Edition July 2020, Amendment 176, 5 November 2020, Corrigendum No. 1).
- ICAO Annex 2 (10th Edition July 2005, Amendment 46, 16 July 2018).
- ICAO Annex 6, Part II (10th Edition July 2018, Amendment 39, 25 March 2021): Section 2 of Annex 6, Part II, applies to all international general aviation aeroplane operations, including those covered in Section 3. Section 3 adds additional requirements for large aeroplanes, turbojet aeroplanes and corporate aviation operations.
- ICAO Annex 7 (6th Edition, July 2012, Amendment 6, 16 July 2012).
- ICAO Annex 8 (12th Edition, July 2018, Amendment 106, 08 November 2018).
- ICAO Annex 10, Volume III (2nd Edition July 2007, Amendment 90, 11 July 2016) and Volume IV (5th Edition July 2014, Amendment 90, 16 July 2018).
- ICAO Annex 15 (16th Edition, July 2018, Amendment 41, 5 November 2020).
- ICAO Annex 16, Volume I (8th Edition, July 2017, Amendment 13, 1 January 2021).
- ICAO Annex 18 (4th Edition, July 2011, Amendment 12, 13 July 2015).
- European (EUR) Regional Supplementary Procedures (ICAO Doc 7030) (5th Edition, 2008, Amendment 9, 25 April 2014).
- Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU)





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	<p>No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91</p> <ul style="list-style-type: none"> — Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010; — Commission Regulation (EU) No 1332/2011 of 16 December 2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance. — Commission implementing Regulation (EU) no 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky.
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SACA - NCC

D. Inspection instructions on the categorisation of findings identified during SACA-NCC inspections

The following standard references are used:

- Convention on International Civil Aviation (ICAO) (also known as Chicago Convention), 9th Edition, 2006.
- ICAO Annex 2 (10th Edition July 2005, Amendment 46, 16 July 2018).
- ICAO Annex 7 (6th Edition, July 2012, Amendment 6, 16 July 2012).
- ICAO Annex 8 (12th Edition, July 2018, Amendment 106, 08 November 2018).
- European (EUR) Regional Supplementary Procedures (ICAO Doc 7030) (5th Edition, 2008, Amendment 9, 25 April 2014). — ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air (2021-2022 Edition, Addendum No. 2).
- Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91.
- Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.
- Commission Regulation (EU) No 1178/2011 of 03/11/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.
- Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 laying down detailed rules with regard to the acceptance of third-country certification of pilots and amending Regulation (EU) No 1178/2011.
- Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations.





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— Commission Implementing Regulation (EU) No 923/2012 of 26/09/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010.

— Commission Regulation (EU) No 1332/2011 of 16/12/2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance.

— Commission implementing Regulation (EU) no 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky.

Note: In order to offer a standard set of Pre-Described findings for:

- *inspection on aircraft operated in accordance with Part-NCC and registered in a third country; and*
- *inspection on aircraft operated in accordance with Part-NCC and registered in an EASA Member State*

no references to Part-M and CS are used, instead references to the applicable ICAO Annex(es) are used.





A01 General Condition

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • General condition; • Stowage of interior equipment, suitcases, navigation chart cases etc; • Condition of the flight deck windows (e.g. windshield cracks, possible delamination); • No equipment is installed such that it obviously does not meet the systems design features and emergency landing provisions in applicable airworthiness requirements (e.g. when equipment installed on the glare shield significantly impairs the pilot's vision); • Presence and serviceability of the windshield wipers (if required for the flight); • Serviceability of the warning panel lights; • Inappropriate pulled circuit breakers (CB's); • If any electrical cables/wires are unintentionally exposed; and • Door locking/unlocking mechanism, if a flight crew compartment door is installed. <p>Note:</p> <ul style="list-style-type: none"> ○ <i>Inspectors should make sure that manuals, flight cases etc. were indeed not appropriately stowed during the incoming flight. In some cases, it can be proven (or at least reasonably assumed) that the manuals were not stowed during flight since e.g. there is no suitable stowage area. However, in those cases where it cannot be excluded that the crew indeed stows the manuals during flight, no finding should be raised. Such manuals and cases may have indeed been used by the crew during taxi and the turn-around before the inspector enters the flight deck. Inspectors may request (directly or at a later stage) from the operator the technical approvals for the installed special equipment in the case of dubious installations.</i>
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On passenger carrying aeroplanes with:

- a maximum certified take-off mass (MCTOM) > 54.500 kg;
- a MCTOM > 45.500 kg and a passenger seating capacity greater than 19; or
- a passenger seating capacity greater than 60.

Inspect the:

- installation and serviceability of the reinforced cockpit door.
- means to monitor the door area from either pilot seat.

Note:

- *Some means will fully satisfy the requirements, such as CCTV systems. However, means, such as the spyhole, do not enable the crew to monitor the door area from their seat and lead to a CAT 2 finding. The visual monitoring of the door area from the cockpit is of paramount importance, therefore alternative procedures such as an audio signalling code in addition to a spyhole are also considered to be not in compliance as they do not provide for an actual visual monitoring; therefore, a CAT 2 finding should be raised in such a situation as well. However, when this has been compensated during critical phases of the flight, e.g. by the use of an additional crew member to monitor the area on behalf of the flight crew or by denying access to the flight deck, it still constitutes a finding, but with a lesser impact influence on flight safety (hence the CAT 1 finding should be used). The presence in the cockpit of an additional crew member during all phases of the flight is considered to fully meet ICAO requirements.*

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A01-01	One or more door locking/un-locking mechanism not serviceable	1	A6-I-13.2.2	ORO.SEC.100(b)	Not applicable	Not applicable
A01-02	No means provided for crew notification	2	A6-I-13.2.1	ORO.SEC.100(a)	Not applicable	ORO.SEC.100(a)
A01-03	Means to monitor the door area not available from either pilot's station (but alternative operational procedures established for the critical phases of the flight)	1	A6-I-13.2.3	ORO.SEC.100(c)(2)	Not applicable	Not applicable





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A01-04	Means to monitor the door area not available from either pilot's station (and no alternative operational procedures established)	2	A6-I-13.2.3	ORO.SEC.100(c)(2)	Not applicable	Not applicable
A01-05	Means to monitor the door area not available or U/S (outside dispatch limits/conditions)	3	A6-I-13.2.3	ORO.SEC.100(c)(2)	Not applicable	Not applicable
A01-06	Cockpit door lock N/A or U/S (outside dispatch limits/conditions)	3	A6-I-13.2.1	ORO.SEC.100(a)	Not applicable	ORO.SEC.100(a)
A01-07	Damage and/or delamination to flight deck windows (outside dispatch limits/conditions)	3	M	M	M	M
A01-08	Interior equipment and/or other object(s) not correctly secured or stowed during flight	3	A8-IIIA-4.1.6(c) A8-IIIA-4.1.7.1 A8-IIIB-4.2(c) A8-IIIB-4.6.1 A8-VA-4.2(c) A8-VA-4.6.1	CAT.OP.MPA.160(b)	A8-IIIA-4.1.6(c) A8-IIIA-4.1.7.1 A8-IIIB-4.2(c) A8-IIIB-4.6.1 A8-VA-4.2(c) A8-VA-4.6.1	NCC.OP.135(b)
A01-09	Reinforced cockpit door not installed (on passenger flights)	3	A6-I-13.2.2	ORO.SEC.100(b)	Not applicable	Not applicable
A01-10	Lights U/S in warning panel (outside dispatch limits/conditions)	3	A8-II-3.5	CAT.OP.MPA.175(b)(1)	A8-II-3.5	NCC.GEN.106(a)(4)
A01-11	Cockpit installations significantly decreasing pilot's vision	2	A8-IIIA-4.1.6(d) A8-IIIB-4.2(d) A8-VA-4.2(d)	CAT.IDE.A.100(d)	A8-IIIA-4.1.6(d) A8-IIIB-4.2(d) A8-VA-4.2(d)	NCC.IDE.A.100(e)
A01-12	Windshield wipers/cleaning/drying system not installed or inoperative (outside dispatch limits/conditions)	3	A8-IIIA-4.1.6(d) A8-IIIB-4.2(d) A8-VA-4.2(d)	CAT.IDE.A.120	A8-IIIA-4.1.6(d) A8-IIIB-4.2(d) A8-VA-4.2(d)	A8-IIIA-4.1.6(d) A8-IIIB-4.2(d) A8-VA-4.2(d)





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A01-13	Equipment installations obviously not in compliance with applicable requirements	3	A8-IIIA-1.4 A8-IIIA-1.5 A8-IIIA-8.2 A8-IIIB-1.4 A8-IIIB-1.5 A8-IIIB-6.2 A8-VA-1.3 A8-VA-1.4 A8-VA-6.2	CAT.IDE.A.100 M.A.501	A8-IIIA-1.4 A8-IIIA-1.5 A8-IIIA-8.2 A8-IIIB-1.4 A8-IIIB-1.5 A8-IIIB-6.2 A8-VA-1.3 A8-VA-1.4 A8-VA-6.2	NCC.IDE.A.100
A01-15	Inadvertently exposed electrical cables/wires in the cockpit	2	A8-IIIA-1.4 A8-IIIA-1.5 A8-IIIA-8.2 A8-IIIB-1.4 A8-IIIB-1.5 A8-IIIB-6.2 A8-VA-1.3 A8-VA-1.4 A8-VA-6.2	CAT.IDE.A.100 M.A.201(a)(b)(c)(e)	A8-IIIA-1.4 A8-IIIA-1.5 A8-IIIA-8.2 A8-IIIB-1.4 A8-IIIB-1.5 A8-IIIB-6.2 A8-VA-1.3 A8-VA-1.4 A8-VA-6.2	NCC.IDE.A.100
A01-17	Placard "Crew only" missing or unreadable	1	Not applicable	CAT.IDE.A.215(a)	Not applicable	Not applicable
A01-18	Cockpit seats in poor condition	1	M	M	M	M
A01-19	Marking and/or Placards providing misleading information with major effect on flight safety	3	A8-IIIA-9.1 A8-IIIB-7.1 A8-VA-7.1	M.A.901(m) CS 25.677(b) CS 25.1545 CS 25.1547(a)-(c) CS 25.1563 A8-IIIA-9.1 A8-IIIB-7.1 A8-VA-7.1	A8-IIIA-9.1 A8-IIIB-7.1 A8-VA-7.1	NCC.POL.100(b) A8-IIIA-9.1 A8-IIIB-7.1 A8-VA-7.1
A01-20	Marking and/or Placards missing or unreadable	2	A8-IIIA-9.1 A8-IIIB-7.1 A8-VA-7.1	M.A.901(m) CS 25.677(b) CS 25.1545 CS 25.1547(a)-(c) A8-IIIA-9.1 A8-IIIB-7.1 A8-VA-7.1	A8-IIIA-9.1 A8-IIIB-7.1 A8-VA-7.1	NCC.POL.100(b) A8-IIIA-9.1 A8-IIIB-7.1 A8-VA-7.1





A02 Emergency exit

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> Serviceability of exits and, when ropes are installed, check that they are secured; Whether access to emergency exits is restricted or impeded. <p>Note:</p> <ul style="list-style-type: none"> <i>Inspectors should be aware that equipment/luggage may be placed temporarily in an unsecured condition during flight preparation. In such cases the inspectors should seek confirmation that the equipment/luggage will be securely stowed before flight without hindering evacuation. If the crew is unable to confirm this, a finding may be appropriate.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A02-01	Access to emergency exit impeded	3	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1 A8-VA-4.6.2	CAT.OP.MPA.160(b)	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1 A8-VA-4.6.1	NCC.OP.135(b)
A02-02	Emergency exits U/S	3	A8-IIIA-4.1.7.2 A8-IIIA-8.3 A8-IIIB-4.6.2 A8-IIIB-4.6.4 A8-IIIB-6.3 A8-VA-4.6.1 A8-VA-6.3	CAT.IDE.A.265(c)	A8-IIIA-4.1.7.2 A8-IIIA-8.3 A8-IIIB-4.6.2 A8-IIIB-4.6.4 A8-IIIB-6.3 A8-VA-4.6.1 A8-VA-6.3	A8-IIIA-4.1.7.2 A8-IIIA-8.3 A8-IIIB-4.6.2 A8-IIIB-4.6.4 A8-IIIB-6.3 A8-VA-4.6.1 A8-VA-6.3
A02-03	If applicable, flight deck escape facilities (ropes, hatches, harnesses) not available or unserviceable (outside dispatch limits/conditions)	3	A8-IIIA-4.1.7.2 A8-IIIA-8.3 A8-IIIB-4.6.2 A8-IIIB-4.6.4 A8-IIIB-6.3 A8-VA-4.6.1 A8-VA-6.3	CAT.IDE.A.100(e) CAT.IDE.A.265(c)	A8-IIIA-4.1.7.2 A8-IIIA-8.3 A8-IIIB-4.6.2 A8-IIIB-4.6.4 A8-VA-4.6.1 A8-IIIB-6.3 A8-VA-6.3	A8-IIIA-4.1.7.2 A8-IIIA-8.3 A8-IIIB-4.6.2 A8-IIIB-4.6.4 A8-VA-4.6.1 A8-IIIB-6.3 A8-VA-6.3



A03 Equipment

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p><i>General note: Inspectors, while checking this inspection item, should also assess whether the required equipment is obviously not being used, e.g. if an equipment is found to be covered and therefore rendered unusable, this should result in a CAT 3 finding. If equipment is found to be obstructed (e.g. by a manual) during flight preparation phase, this should not lead to a finding.</i></p> <p>All Flights: a) <u>TAWS (E-GPWS)</u> Inspect for:</p> <ul style="list-style-type: none"> • If installed, the class of system i.a.w. current requirements and serviceable. • If unserviceable check if properly deferred (reported in the ATLB) and if still within MEL dispatch limits. • Any installed GPWS has a forward-looking terrain avoidance function. If the terrain database is found not to be at the latest version, verify against the MEL the dispatch conditions and the areas of operation. For commercial operations check against AOC Ops Specs and Operations Manual Part C and for NCC/GA if it is worldwide or if any restriction applies. • Obstacle and Terrain database (TDB), if TDB found not to be at the latest version, verify against the MEL the dispatch conditions. For minor or significant changes, a PDF should be used; in the case of a major change a specific description for each case should be used and the use of a UDF may be considered to describe accurately the situation. <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>Turbine-powered aeroplanes with a MCTOM of more than 5 700 kg or MOPSC of more than 9 shall be equipped with a TAWS that meets the requirements for:</i> <ul style="list-style-type: none"> ▪ <i>class A equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2011; or</i> ▪ <i>class B equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual CofA was first issued on or before 1 January 2011.</i> ○ <i>An operational test should only be requested, if such testing could be performed by the pilot (on certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding).</i> ○ <i>Major changes could be, e.g. new aerodrome / RWYs, obstacle height change, modified RWYs, etc.</i> ○ <i>Significant changes could be i.e. obstacles, removed RWYs, etc.</i>
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			<ul style="list-style-type: none"> ○ When the obstacle and terrain database is not the latest version, a CAT 2 finding is valid. ○ Inspectors should be lenient to raise a finding as it could take the operator up to 2 months to update TDB, in this case a CAT 1 should be raised. ○ Nevertheless, an operator could have a process to update the TDB, when found valid during the follow-up phase, the finding raised should be discarded. ○ In the case where an aircraft is found not to have TAWS (E-GPWS) installed then the competent authority should consider imposing an immediate operating ban on that aircraft. The aircraft should be allowed to depart only on a ferry flight provided the equipment is not required for general aviation operations.
SAFA - CAT		SAFA - GA	<ul style="list-style-type: none"> ○ Some CIS-built aircraft are equipped with GPWS systems like the SSOS or SPPZ (SPBZ) that do not fulfil the ICAO requirements regarding the E-GPWS. Only the 7-channel (SRPBZ) with forward looking terrain avoidance function meets the ICAO / Part-CAT requirements. ○ Non EASA operators' aeroplanes of a maximum take-off mass of 5 700 kg or less and authorized to carry 9 passengers or less are not required to be equipped with a TAWS installation.
SACA - CAT		SACA - NCC	<p>b) <u>ACAS II (TCAS)</u></p> <p>Inspect for:</p> <ul style="list-style-type: none"> • Installed and serviceable equipment. If unserviceable check if properly deferred (reported in the ATLB) and check if still within MEL dispatch limits. • When an operational test can be performed by the pilots, it should be requested. <p>Notes:</p> <ul style="list-style-type: none"> ○ On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding. ○ All aeroplanes (MCTOM over 5.700 kg or MOPSC in excess of 19 passengers) shall be equipped with ACAS II collision avoidance logic version 7.1. Verification of compliance can be done by verifying the ACAS callouts in the crew procedures in the operations manual (Part B, systems description); for version 7.1 these procedures should show the new resolution advisory "Level off, level off" replacing "Adjust Vertical Speed, Adjust".





- *Other documents like the radio station licence might contain evidence on (non-)compliance as well.*
- *A finding should only be raised if evidence is found that version 7.0 or lower is installed.*
- *A CAT 3 finding should be raised whenever evidence is found that a version 7.0 or lower is installed*
- *In case of a CAT 3 finding, the operator cannot declare the (non-compliant) ACAS installation inoperative and subsequently release the aircraft in accordance with the MEL as this will not render the aircraft compliant.*

c) Cockpit Voice Recorder

- When required, inspect if installed and serviceable.
 - If unserviceable check if properly deferred (reported in the ATLB) and if still within MEL dispatch limits.
- When an operational test can be performed by the pilots, it should be requested.

Note:

- *On certain aircraft such a test cannot be performed by the pilots but only by maintenance personnel: this does not constitute a finding.*

Flights in designated airspace:

a) RVSM

Inspect for:

- Areas of applicability and the relevant volumes of airspace in ICAO Doc 7030.
- If the required equipment is installed and serviceable.
 - If unserviceable check if properly deferred (reported in the ATLB), if still within MEL dispatch limits and whether the equipment unserviceability (if any) renders the aircraft non-RVSM capable (check with ICAO Doc 9574).

b) PBN

Inspect for:

- If the aircraft is equipped with navigational equipment that meets the PBN requirements applicable in the airspace where the aircraft is to be operated.
- If the navigational equipment is serviceable.





- If unserviceable check if properly deferred (reported in the ATLB), if still within MEL dispatch limits and whether the equipment unserviceability (if any) renders the aircraft non-PBN capable.

c) NAT HLA

Inspect for:

- If the required equipment is installed and serviceable.
 - If unserviceable check if properly deferred (reported in the ATLB), if still within MEL dispatch limits and whether the equipment unserviceability (if any) affects the aircraft operations in the NAT HLA airspace

Note:

- *Area of applicability (NAT Doc 007): A large portion of the airspace of the North Atlantic Region, including the majority of North Atlantic crossing routes between FLs 285 and 420, has been designated as the NAT High Level Airspace (NAT HLA). Within this airspace, aircraft have to meet defined NAT HLA Standards and appropriate crew procedures and training have to be established. The lateral dimensions of the NAT HLA include the following Control Areas (CTAs): REYKJAVIK, SHANWICK (excluding SOTA & BOTA), GANDER, SANTA MARIA OCEANIC, BODO OCEANIC and the portion of NEW YORK OCEANIC EAST which is north of 27°N.*

d) 8.33 kHz channel spacing

Inspect:

- That the radio equipment is 8.33 kHz channel spacing capable if required (check for applicability on the Eurocontrol website https://ext.eurocontrol.int/833/Airspace_8.33kHz_Radio.html). This can be checked by requesting to select an 8.33 kHz channel, for example, 132.055 MHz on the radio control panel. The panel should normally show 6 digits – however some radio control panels may omit the leading “1” and display only 5 digits, e.g. 32.055.
- If Aircraft for which two radio equipment are required by the certification (e.g. aircraft certified under FAR 25/CS 25 rules), both radio equipment shall be 8.33 kHz channel spacing capable (if required for the flight). For these aircraft, if one radio equipment is not 8.33 kHz channel spacing capable, the inspector should consider this equipment as U/S and check the MEL for dispatch conditions.





SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Electronic flight bags (EFB):</p> <p>Inspect:</p> <ul style="list-style-type: none"> When an EFB is used, check that the operator has established mitigating means such as a back-up provision for those functions which may have an impact influence on the safe operation of the aircraft (type B EFB applications); The EFB installation, mounting device and wires; <ul style="list-style-type: none"> EFB may be secured in flight either via a mounting device (permanently attached to the aircraft and subject to certification) or a viewable stowage (device designed to secure an EFB in a viewable position, but no subject to certification, such as: suction cups, kneeboard,...). It should be checked that the device: <ul style="list-style-type: none"> adequately secures the EFB; is not obstructing (visually or physically) any equipment in the cockpit; does not impede the ability to operate the aircraft or the accessibility of emergency equipment, and does not obstruct the emergency exit. <p>Notes:</p> <ul style="list-style-type: none"> <i>In case of EFB not secured in flight either via a mounting device or a viewable stowage, the policy of the operator regarding the securing policy of the device should be checked.</i> <i>A non-exhaustive list of EFB functions which may have an impact influence on the safe operation of the aircraft includes:</i> <ul style="list-style-type: none"> <i>Operations manual;</i> <i>Aircraft Flight Manual;</i> <i>checklists;</i> <i>radio navigation charts;</i> <i>electronic map systems for graphical depiction of aircraft position (electronic aeronautical charts including en-route, area, approach, departure and aerodrome surface maps);</i> <i>aircraft performance calculation applications to provide:</i> <ul style="list-style-type: none"> <i>take-off, en-route, approach, and landing, missed approach, etc. calculations providing masses, distance, times and/or speed limitations,</i> <i>power settings, and</i> <i>mass and balance calculation.</i>
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			<ul style="list-style-type: none"> Any back-up provision such as hardcopies or an alternative EFB should be considered as acceptable.
		SAFA - GA SACA - NCC	<p>Note:</p> <ul style="list-style-type: none"> For General Aviation operations ICAO A6-II-2.4.17.2.2 requires the State of Registry to issue a specific approval for the operational use of the EFB functions to be used for the safe operation of the aeroplanes. In order to maintain a level playing field, inspectors should not raise findings for missing approvals as currently the EASA Air Operations regulation does not foresee such an approval in general aviation operations.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A03-01	Required equipment installed but not being used during operation by crew	3	A6-I-6.1.1	CAT.IDE.A.100(c) CAT.IDE.A.105	A6-II-2.4.1	NCC.IDE.A.100(d) NCC.IDE.A.105
A03-02	ACAS II N/A or U/S (outside dispatch limits/conditions)	3	A6-I-6.19.1	AUR.ACAS.1005	A6-II-3.6.9.2	AUR.ACAS.1005
A03-04	GPWS/TAWS with forward looking terrain avoidance function not installed or unserviceable (outside dispatch limits/conditions)	3	A6-I-4.3.1(b) A6-I-6.15	CAT.OP.MPA.175(b)(1) CAT.IDE.A.150	A6-II-2.4.11	NCC.GEN.106(a)(4)(iii) NCC.IDE.A.135
A03-05	Radio channel spacing does not meet the airspace requirements for the filed flight plan	3	Regulation (EU) 1079/2012, Art. 5.4	Regulation (EU) 1079/2012, Art. 5.4	Regulation (EU) 1079/2012, Art. 5.4	Regulation (EU) 1079/2012, Art. 5.4
A03-06	Required navigation equipment N/A or U/S (outside dispatch limits/conditions)	3	A6-I-4.3.1(b) A6-I-7.2.1	CAT.IDE.A.105 CAT.IDE.A.345(a)(d)	A6-II-2.2.3.1 A6-II-2.4.3 A6-II-2.4.7 A6-II-2.5.2	NCC.IDE.A.250 NCC.IDE.A.105
A03-07	Cockpit Voice Recorder inoperative (outside dispatch limits/conditions)	3	A6-I-6.3.2.1.1 A6-I-6.3.2.1.3 A6-I-6.3.2.1.4	CAT.IDE.A.185(a)-(d)	A6-II-3.6.3.2	NCC.IDE.A.160
A03-08	EFB functions affecting the safe operation of the aircraft used without back-up	2	A6-I-6.2.3 A6-I-6.25.2.1(c) A6-I-6.25.3(c)	CAT.GEN.MPA.141(a) AMC1 SPA.EFB.100(b)(1) (b)	A6-II-2.4.17	NCC.GEN.131 NCC.GEN.140





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A03-09	Headset with boom microphone or equivalent N/A or U/S (outside dispatch limits/conditions)	3	Not applicable	CAT.OP.MPA.215	A6-II-3.6.11	NCC.OP.160
A03-10	Aeroplane not equipped with ACAS II collision avoidance logic version 7.1	3	AUR.ACAS.1005 A10-IV-4.3.5.3.1 A10-IV-4.3.5.3.3	AUR.ACAS.1005	AUR.ACAS.1005 A10-IV-4.3.5.3.1 A10-IV-4.3.5.3.3	AUR.ACAS.1005
A03-11	EFB mounting device or viewable stowage device obstructing forward visual or physical access to controls, display or external vision	3	A6-I-6.25.1	Part-DEF (ae) CAT.GEN.MPA.141(a) AMC1 CAT.GEN.MPA.141(a) (h)	A6-II-2.4.17	NCC.GEN.131(a)
A03-12	The viewable stowage device used does not adequately secure the EFB	2	A6-I-6.25.1	Part-DEF (ae) CAT.GEN.MPA.141(a) AMC1 CAT.GEN.MPA.141(a) (h)(3)	A6-II-2.4.17	NCC.GEN.131(a)
A03-13	No operational approval of EFB functions affecting the safe operation of the aircraft	2	A6-I-6.25.2.2	Part-DEF(120b) SPA.EFB.100(a)	Not applicable	Not applicable
A03-14	EFB charts application used on a portable EFB without a mounting device or a viewable stowage device	2	Not applicable	CAT.GEN.MPA.180(a)(12) CAT.GEN.MPA.141(a) AMC1 CAT.GEN.MPA.141(a) (a)	Not applicable	NCC.GEN.131(a) NCC.GEN.140
A03-15	TDB of TAWS/GPWS with FLTA function outdated with minor or no changes for the authorised operation area(s) (within dispatch limits / conditions)	1	A15-6.3.3 A6-I-6.15.2	CAT.IDE.A.355(b)	A15-6.3.3 A6-II-3.7.3	NCC.IDE.A.260(b)
A03-16	TDB of TAWS/GPWS with FLTA function outdated and significant changes for the authorised operation area(s) within dispatch limits / conditions)	2	A15-6.3.3 A6-I-6.15.2	CAT.IDE.A.355(b) A6-I-6.15.2	A15-6.3.3 A6-II-3.7.3	NCC.IDE.A.260(b)





A04 Manuals

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> The Presence of Operations Manual (OM) and/or Aircraft Flight Manual (AFM). <ul style="list-style-type: none"> <i>Flight manual data may be included in the OM.</i> <i>Not all parts of the OM must be carried on board. As a minimum there shall be available those parts pertaining to flight operations / parts that are relevant to the duties of the crew members.</i> <i>For non-commercial flights an OM is only required according to Part NCC and Annex 6-II section 3.</i> That the content complies with the requirements. <ul style="list-style-type: none"> <i>In the OM the following subjects could be checked:</i> <ul style="list-style-type: none"> <i>presence of instructions and data for mass and balance control;</i> <i>the list of the navigational equipment to be carried including any requirements relating to operations where performance-based navigation (PBN) is prescribed;</i> <i>presence of data that enables the crew to carry out performance calculations;</i> <i>fuel planning and in-flight fuel management policies and procedures;</i> <i>flight and duty time requirements;</i> <i>safety precautions during refuelling with passengers on board; or</i> <i>instructions on the carriage of dangerous goods (with DG on board).</i> If the OM and/or AFM are up to date (e.g. with the latest revision of the AFM). <ul style="list-style-type: none"> <i>90 days delay should be given to the operator to incorporate the last version published by the manufacturer; within this period only a CAT G remark should be raised.</i> <i>If the AFM is not updated, it should be indicated which part is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i> <i>When checking if the AFM is up to date, the compliance with relevant mandatory continuing airworthiness instructions (MCAI, e.g. ADs), should also be checked.</i> That the Flight crew is able to understand the language in which the OM and/or AFM are written. <ul style="list-style-type: none"> <i>ICAO standards / Part-ORO do not require the manuals to be written in English language. Such a case does not constitute a finding unless it is obvious that the pilot(s) do not understand the language in which the manuals are written.</i>
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- *The impact influence on flight safety is different in case only one flight crew member is not able to understand the language of the OM / AFM, or if it is not understood by any of the flight crew members. This is reflected by the respective CAT 2 and CAT 3 Pre-Described findings.*

Notes:

- *If a MEL/OM/Checklist problem was already identified during a previous ramp inspection and if the following 4 conditions are fulfilled, only a CAT G remark should be raised:*
 - *The finding was identified less than 3 months ago;*
 - *A corrective action plan has been proposed by the operator in the follow-up process of the finding;*
 - *The problem is still the same; and*
 - *The problem doesn't have a major impact influence on flight safety (i.e. the finding was not a CAT 3 finding).*
- *If a flight is performed by the AOC holder as a non-commercial flight not in accordance with the requirements for commercial flight, and no such described in the OM, the relevant PDF A04-01 may be used.*
- *If during the process of the ramp inspection it becomes evident that a flight crew member is not able to find/identify relevant equipment, documents or parts of it, or is not able to identify the relevant procedure in the manual (OM, MEL, CDL) to perform their respective duties in the operation of the aeroplane, a CAT 2 finding should be raised to address this obvious lack of knowledge to the operator.*

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A04-01	Incomplete parts of the operations manual/flight manual pertaining to flight operations on board	2	A6-I-6.2.3(a)(b)	CAT.GEN.MPA.180(a)(1)(15) ORO.MLR.100(a)(b)	A6-II-2.4.2.2(d)(1) A6-II-3.6.2.2(a) A6-II-Att. 3.A	NCC.GEN.140(a)(1)(14) ORO.MLR.100(a)(b)
A04-02	No operations manual (parts pertaining to flight operations) or Flight manual on board	3	A6-I-6.2.3(a)(b)	CAT.GEN.MPA.180(a)(1)(15)	A6-II-2.4.2.2(d)(1) A6-II-3.6.2.2(a) A6-II-Att. 3.A	NCC.GEN.140(a)
A04-03	No rules on flight time, flight duty and rest time limitations in the operations manual	2	A6-I-4.10.2	Regulation (EU) 2018/1139, Annex V, 8.2 Regulation (EU) 2018/1139, Annex V, 8.7	A6-II-3.4.2.8	Regulation (EU) 2018/1139, Annex V, 8.2 Regulation (EU) 2018/1139, Annex V, 8.7





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A04-04	Operations manual/flight manual not up to date	2	A6-I-4.2.3.1	ORO.MLR.100(e)	A6-II-2.8.1 A6-II-3.4.2.2	ORO.MLR.100(e)
A04-05	Operations manual not issued by the current operator	2	A6-I-4.2.3.1	ORO.MLR.100(a)	A6-II-3.4.2.2 A6-II-3.4.2.3.1	ORO.MLR.100(a)
A04-06	Operations manual published in a language not understood by a member of the flight crew	2	A6-I-4.2.3.1	ORO.MLR.100(k)	A6-II-3.4.2.2 A6-II-3.4.2.3.1 A6-II-3.3.1.2	ORO.MLR.100(k)
A04-07	No or incomplete performance and limitations data on board	3	A6-I-6.2.3(a)(b)	CAT.GEN.MPA.180(a)(1)(15)	A6-II-2.2.3.1(a)(d)(f) A6-II-2.4.2.2(d)(1) A6-II-3.6.2.2(b)	NCC.GEN.140(a)(1)(14)
A04-08	No information and instructions in operations manual on the actions to be taken in the event of an emergency (DG on board)	3	A18-9.2	CAT.GEN.MPA.200(a)	A18-9.2	NCC.GEN.150(a)
A04-09	Operations manual published in a language not understood by any of the flight crew members	3	A6-I-4.2.3.1	ORO.MLR.100(k)	A6-II-3.4.2.2 A6-II-3.4.2.3.1 A6-II-3.3.1.2	ORO.MLR.100(k)
A04-10	No procedures ensuring that in-flight fuel checks/fuel management checks are performed	2	A6-I-4.3.7.1	CAT.OP.MPA.280	A6-II-3.4.3.6.1	NCC.OP.205
A04-11	Flight crew not familiar with approved company procedures and manuals	2	A6-I-3.1.2	ORO.AOC.135(b)(2) ORO.MLR.100(e)	A6-II-2.1.1.2 A6-II-3.3.1.2	NCC.GEN.110 ORO.GEN.110(e)
A04-12	OM/AFM not updated as required by a mandatory AD	3	A6-I-4.2.3.1 A6-I-8.1.1	ORO.MLR.100(e) ORO.GEN.155	A6-II-2.8.1 A6-II-3.4.2.2	ORO.MLR.100(e) ORO.GEN.155





A05 Checklists

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect that:</p> <ul style="list-style-type: none"> • Checklists (normal, abnormal, emergency) are available and easily accessible; • Checklists are identical for all members of the flight crew; • Operations manual or AFM contains the required checklist; • You compare the version in operations manual or AFM with the ones available to the crew, and • The content is in compliance with the OM and/or AFM covering all flight phases, in normal, abnormal and emergency operations. <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>If checklists with a different number of revision/different dates are present, check if the content is identical.</i> ○ <i>If the checklists are not updated, it should be indicated which procedure is not up to date and raise a CAT 2 finding only if the update missing is safety related.</i> ○ <i>Normal, non-normal and emergency checklists are sometimes combined in a “Quick Reference Handbook”. Nevertheless, inspectors may find separate checklists for each phase of the flight, which is fully compliant.</i> ○ <i>90 days delay should be given to the operator to implement the last version of the checklists published by the manufacturer. If the QRH on board is not updated to the last version of the checklists published by the manufacturer but the inspection takes place less than 90 days after this publication, only a CAT G remark should be raised.</i> ○ <i>Most modern aircraft have some checklists held electronically, e.g. the Airbus ECAM system. This should not constitute a finding provided that the crew can demonstrate access to such checklists, and they are correctly documented in the operations manual.</i> ○ <i>On some ex-Soviet built aircraft only the flight engineer has a checklist. The pilot and co-pilot may be working from a memorised checklist only.</i> ○ <i>If a MEL/OM/Checklist problem was already identified during a previous ramp inspection and if the following 4 conditions are fulfilled, only a CAT G remark should be raised:</i> <ul style="list-style-type: none"> ▪ <i>The finding was identified less than 3 months ago;</i> ▪ <i>A corrective action plan has been proposed by the operator in the follow-up process of the finding;</i> ▪ <i>The problem is still the same; and</i>





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			<ul style="list-style-type: none"> ▪ <i>The problem doesn't have a major impact influence on flight safety (i.e. the finding was not a CAT 3 finding).</i>
			<ul style="list-style-type: none"> ○ <i>Checklists in non-commercial aviation are only required according to Part NCC and Annex 6-II section 3.</i> ○ <i>For non-commercial flights, an OM is only required according to Part NCC and Annex 6-II section 3 and so AFM will be probably used instead.</i>

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A05-01	Checklists do not conform with the checklist details in the operations manual and/or flight manual	2	A6-I-6.1.4	ORO.GEN.110(h)	A6-II-3.4.2.5	ORO.GEN.110(h)
A05-02	No checklist details in the operations manual	2	A6-I-6.1.4	ORO.GEN.110(h)	A6-II-3.4.2.5	ORO.GEN.110(h)
A05-03	Checklists not readily accessible to all relevant flight crew members	2	A6-I-4.2.6	ORO.GEN.110(h)	A6-II-3.4.2.5 A6-II-3.6.2.2(c)	ORO.GEN.110(h)
A05-04	Checklists not covering all flight phases	2	A6-I-4.2.6	ORO.GEN.110(h)	A6-II-3.4.2.5 A6-II-3.6.2.2(c)	ORO.GEN.110(h)
A05-05	Different versions of checklists used by pilot in command and co-pilot	3	A6-I-4.2.6	ORO.GEN.110(h)	A6-II-3.4.2.5 A6-II-3.6.2.2(c)	ORO.GEN.110(h)
A05-06	Relevant checklist not available	3	A6-I-4.2.6	ORO.GEN.110(h)	A6-II-3.4.2.5 A6-II-3.6.2.2(c)	ORO.GEN.110(h)
A05-07	Checklists not matching the current aircraft configuration	2	A6-I-6.1.4	ORO.GEN.110(h)	A6-II-3.4.2.5	ORO.GEN.110(h)
A05-08	Checklists' revision number/reference missing, but content in accordance with operations manual	1	A6-I-6.1.4	ORO.GEN.110(h)	A6-II-3.4.2.5	ORO.GEN.110(h)
A05-09	Checklists not up to date with the latest manufacturer documentation	2	A6-I-4.2.6	ORO.GEN.110(h)	A6-II-3.4.2.5	ORO.GEN.110(h)





A06 Radio navigation/instrument charts

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> Validity of the FMS/GPS database. Inspectors should consider: <ul style="list-style-type: none"> <i>In case of expiration of the FMS/GPS database, check the related MEL dispatch conditions and compliance with the prescribed operational procedures;</i> <i>If a flight was or will be performed during an AIRAC cycle change with the previous version of the FMS database, the crew should be aware of the situation and should have applied procedures as defined in MEL or operations manual (e.g. identification of updated navigation points and manual modification of these points). In case the crew is not aware of this situation or didn't apply such procedures, one of the following CAT 3 findings should be raised, depending on the situation:</i> <ul style="list-style-type: none"> A06-01 "Navigation database out of date, within dispatch limits but not recognised as such (prescribed operational procedures not applied)"; or A06-02 "Navigation database out of date (outside dispatch limits/conditions)". Required charts* availability: en-route, departure, approach and aerodrome; Required charts* within reach; Required charts* up to date to the latest AIRAC amendments; <p>* - including those for the alternate aerodromes.</p> <p>Notes:</p> <ul style="list-style-type: none"> <i>One or two amendments missing in the chart library could still be acceptable provided the charts to cover the route flown, or about to be flown, including associated diversions, are up to date to the latest AIRAC amendments.</i> <i>If other charts are not updated, but the required ones are, this does not constitute a finding. Such a case should be reported though as a CAT G remark.</i> <i>One set of charts may be acceptable in case of multi-pilot operations provided that they are accessible to all relevant flight crew.</i> <i>In case a portable EFB that shall be stowed during critical phases of flight is the only means on-board to obtain the aeronautical charts, a CAT 3 finding "A06-06 Required instrument charts not on-board or not available during critical flight phases" should be raised.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A06-01	Navigation database out of date, within limits but not recognised as such (prescribed operational procedures not applied)	3	A6-I-7.5.2 A15-6.2.1	CAT.IDE.A.355(b)	A6-II-2.5.2.1 A6-II-3.7.3 A15-6.2.1	NCC.IDE.A.260(b)
A06-02	Navigation database out of date (outside dispatch limits/conditions)	3	A6-I-7.5.2 A15-6.2.1	CAT.IDE.A.355(b)	A6-II-2.5.2.1 A6-II-3.7.3 A15-6.2.1	NCC.IDE.A.260(b)
A06-03	Navigation database with incorrect routes/ procedures/ waypoints/ reporting points pertaining to the performed/intended flight	3	A6-I-7.5.2	CAT.IDE.A.355(b)	A6-II-2.5.2.1 A6-II-3.7.3	NCC.IDE.A.260(b)
A06-04	Required en-route charts out of date (navigation database up to date)	2	A6-I-6.2.3(c) A15-6.2.1	CAT.GEN.MPA.180(a)(12)	A6-II-2.4.2.2(d)(3)	NCC.GEN.140(a)(11)
A06-05	Required en-route charts and navigation database out of date	3	A6-I-6.2.3(c) A6-I-7.5.2	CAT.GEN.MPA.180(a)(12) CAT.IDE.A.355(b)	A6-II-2.4.2.2(d)(3) A6-II-2.5.2.1 A6-II-3.7.3 A15-6.2.1	NCC.GEN.140(a)(11) NCC.IDE.A.260(b)
A06-06	Required instrument charts not on board, or not available during critical phases of the flight	3	A6-I-6.2.3(c)	CAT.GEN.MPA.180(a)(12)	A6-II-2.4.2.2(d)(3)	NCC.GEN.140(a)(11)
A06-07	Required instrument charts (except en-route) out of date	3	A6-I-6.2.3(c) A15-6.2.1 A15-6.2.2	CAT.GEN.MPA.180(a)(12) A15-6.2.2	A6-II-2.4.2.2(d)(3) A6-II-3.7.3 A15-6.2.1 A15-6.2.2	NCC.GEN.140(a)(11)
A06-08	Several sets of required instrument charts available in the flight deck, of which one (not in use) is out of date	2	A6-I-6.2.3(c) A15-6.2.1 A15-6.2.2	CAT.GEN.MPA.180(a)(12) A15-6.2.2	A6-II-2.4.2.2(d)(3) A6-II-3.7.3 A15-6.2.1 A15-6.2.2	NCC.GEN.140(a)(11)





A07 Minimum Equipment List

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • MEL is available; • MEL is not less restrictive than the latest applicable MMEL; • MEL content reflects actual equipment installed on the aircraft and considers the specific approvals; • MEL contains the maintenance (M) and/or operational (O) procedures; • Deferred defects (if any) are in accordance with the MEL instructions; • MEL is fully customised. <ul style="list-style-type: none"> ○ <i>For example, the MEL should not contain a reference to regulatory material (e.g. "ATA 23 Communication systems – Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures."). The MEL should indicate the actual number of systems required and operative or the procedures to maintain an acceptable level of safety should some equipment becomes inoperative.</i> <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>An increasing number of operators do not have the MEL on board, but available via a data downlink. This should be considered as an acceptable alternative.</i> ○ <i>A missing revision number is no reason to raise a finding; the document control process is to be agreed by the overseeing authority. If it is found that a MEL is not up to date resulting in a less restrictive document, questions may be raised in the follow-up phase on the appropriate document control.</i> <i>Checking the revision status of the MEL might not be enough; depending if the last MMEL revision introduced less restrictive conditions, the MEL might not have to be updated. Similarly, an MCAI might require an update of the MEL.</i> ○ <i>Mainly for passenger cabin related items, the number may be missing, provided that the MEL reflects an alternate means of configuration control.</i> ○ <i>If a MEL/OM/Checklist problem was already identified during a previous ramp inspection and if the following 4 conditions are fulfilled, only a CAT G remark should be raised:</i> <ul style="list-style-type: none"> ▪ <i>The finding was identified less than 3 months ago;</i> ▪ <i>A corrective action plan has been proposed by the operator in the follow-up process of the finding;</i>
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- The problem is still the same; and
- The problem doesn't have a major impact influence on flight safety (i.e. the finding was not a CAT 3 finding).

Note: For non-commercial flights MEL is only required according to:

- Part-NCC
- Annex 6-II section 3 (If a master minimum equipment list (MMEL) is established for the aircraft type).

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A07-01	MEL does not reflect aircraft configuration or the specific approvals	2	A6-I-6.1.3	ORO.MLR.105(a)	A6-II-2.2.3.1(a)(b)(f) A6-II-3.4.2.2 A6-II-Att. 3.A(f) A6-II-3.6.1.1 A6-II-Att. 3.B(3)	ORO.MLR.105(a)
A07-02	MEL lacking (M) and/or (O) procedures when required (no deferred defect requiring such procedure)	2	A6-I-6.1.3	ORO.MLR.105(g)(h)	A6-II-3.4.2.2 A6-II-3.6.1.1 A6-II-Att. 3.B(9)	ORO.MLR.105(g)(h)
A07-03	MEL lacking (M) and/or (O) procedures when required (with deferred defect requiring such procedure)	3	A6-I-6.1.3	ORO.MLR.105(g)(h)	A6-II-2.2.3.1(a)(b)(f) A6-II-3.4.2.2 A6-II-3.6.1.1 A6-II-Att. 3.B(9)	ORO.MLR.105(g)(h)
A07-04	MEL less restrictive than the MMEL (with deferred defects affected by the lower restrictions)	3	A6-I-6.1.3	ORO.MLR.105(e)(1)	A6-II-2.2.3.1(a)(b)(f) A6-II-3.4.2.2 A6-II-3.6.1.1 A6-II-Att. 3.B(3)	ORO.MLR.105(e)(1)
A07-05	MEL less restrictive than the MMEL (without deferred defects affected by the lower restrictions)	2	A6-I-6.1.3	ORO.MLR.105(e)(1)	A6-II-2.2.3.1(a)(b)(f) A6-II-3.4.2.2 A6-II-3.6.1.1 A6-II-Att. 3.B(3)	ORO.MLR.105(e)(1)





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A07-06	MEL not available (no deferred defects)	2	A6-I-6.1.3	ORO.MLR.105(a) CAT.GEN.MPA.180(a)(16)	A6-II-3.4.2.2 A6-II-Att. 3.A(f) A6-II-3.6.1.1	ORO.MLR.105(a) NCC.GEN.140(a)(15)
A07-07	Some MEL items not fully customised (but no defects affecting those items)	2	A6-I-6.1.3	ORO.MLR.105(a)	A6-II-3.4.2.2 A6-II-Att. 3.A(f) A6-II-3.6.1.1 A6-II-Att. 3.B	ORO.MLR.105(a)
A07-08	MMEL instead of MEL	2	A6-I-6.1.3	ORO.MLR.105(a)	A6-II-3.4.2.2 A6-II-Att. 3.A(f) A6-II-3.6.1.1 A6-II-Att. 3.B(3)	ORO.MLR.105(a)
A07-09	Some MEL items not fully customised (with defects affecting those items)	3	A6-I-6.1.3	ORO.MLR.105(a)	A6-II-3.4.2.2 A6-II-Att. 3.A(f) A6-II-3.6.1.1 A6-II-Att. 3.B	ORO.MLR.105(a)
A07-10	MEL not available (with deferred defects)	3	A6-I-6.1.3	ORO.MLR.105(a) CAT.GEN.MPA.180(a)(16)	A6-II-2.2.3.1(f) A6-II-3.4.2.2 A6-II-Att. 3.A(f) A6-II-3.6.1.1 A6-II-Att. 3.B	ORO.MLR.105(a) NCC.GEN.140(a)(15)





A08 Certificate of registration

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> The presence and accuracy; If the format and content are in accordance with the requirements; and If there is a translation into the English language. <p>Notes:</p> <ul style="list-style-type: none"> <i>The presence and content of a fireproof identification plate has no safety relevance; any non-compliance should be reported (if at all) as a CAT G remark only.</i> <i>In the case where only a photocopy is on board a finding should be made against "No valid CofR or cannot be shown by crew".</i> <i>Although it is not specifically allowed to carry other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i> <i>Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i> <i>If the CofR was not found on board during the inspection, the CAT 2 pre-described finding reflecting this shall be used. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the Category 1 finding created for this purpose (see the ramp inspection manual chapter 6.3.1 content on the assessment of findings on certificates and licenses prior to categorisation).</i> <i>Although a specific layout is required, no finding but a CAT G remark should be raised if the content is in compliance with the requirements, but the layout is different.</i>

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A08-01	CofR format not in accordance with Annex 7	G	A7-8.1	A7-8.1	A7-8.1	A7-8.1
A08-02	No English translation of the CofR	1	A7-8.2	A7-8.2	A7-8.2	A7-8.2





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A08-03	No fireproof identification plate or mismatch of data on CofR and identification plate	G	A7-9	A7-9	A7-9	A7-9
A08-04	No valid CofR or cannot be shown by crew	2	CC-29a	CAT.GEN.MPA.180(a)(2)	CC-29a	NCC.GEN.140(a)(2)
A08-05	A valid CofR was issued but not carried on board.	1	CC-29a	CAT.GEN.MPA.180(a)(2)	CC-29a	NCC.GEN.140(a)(2)





A09 Noise certificate (where applicable)

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect:
				<ul style="list-style-type: none"> • Presence, accuracy (e.g. cross check MTOM, S/N with the ones specified in the CofR) of the document attesting noise certification, as original or copy; and • Whether it is translated in English language (translation provided by the authority responsible for issuing the noise certificate).
				<p>Notes:</p> <ul style="list-style-type: none"> ○ <i>Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i> ○ <i>Reliability of electronic documents need to be assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i>
				<ul style="list-style-type: none"> ○ <i>Certain States (e.g. United States, China) incorporate noise certification data in the Aircraft Flight Manual and/or the Certificate of Airworthiness. Such cases are in compliance with the ICAO requirements and do not constitute a finding.</i>
				<ul style="list-style-type: none"> ○ <i>Noise certificate could be checked on the TCO web-interface (if available) during the preparation of inspection. If a valid document is provided on the TCO web-interface only a CAT G remark should be raised for a document not on board.</i>

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A09-01	Documents attesting noise certification inaccurate, not on board or cannot be produced by the crew	1	A6-I-6.13 A16-I-II-1.4 A16-I-II-1.5	CAT.GEN.MPA.180(a)(4) Regulation (EU) 2018/1139, Art. 9.2 21.B.425	A6-II-2.4.9 A16-I-II-1.4 A16-I-II-1.5	NCC.GEN.140(a)(4) A16-I-II-1.4 A16-I-II-1.5
A09-02	No English translation of the noise certificate	1	A6-I-6.13	CAT.GEN.MPA.180(a)(4)	Not applicable	Not applicable





A10 AOC or equivalent

SAFA - CAT	SACA - CAT	<p>Inspect for:</p> <ul style="list-style-type: none"> • Presence and accuracy (including the operations specifications). • Format (layout and content) of AOC and operations specifications is in compliance with the requirements (including English translation if written in another language). If the AOC is not carried on board while engaged in commercial operations, apply the procedure described in the ramp inspection manual chapter 6.3.1 on the assessment of findings on certificates and licenses prior to categorisation. • If the aircraft operation (inbound and outbound) is in compliance with the operations specifications (limitations, special authorisations: Low Visibility Operations (LVO), PBN, RVSM, NAT HLA, ETOPS, dangerous goods, and others required for the particular type of operation).
		<ul style="list-style-type: none"> • The validity period (if the AOC contains an expiration date) • Compliance with Part-TCO (should be conducted only by inspecting authorities of EASA States). <ul style="list-style-type: none"> ○ TCO authorisation has been issued to the operator, and that it has not been suspended or revoked. Check that the operations performed are within the scope of the activities that the TCO is authorised to conduct (as specified in the specifications attached to the authorisation). ○ If no TCO authorisation has been issued, check that the operator has filed a one-off notification in accordance with TCO.305.
		<p>Notes:</p> <ul style="list-style-type: none"> ○ <i>Although ICAO requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the ICAO requirements, but the layout is different.</i> ○ <i>ICAO Annex 6 requires that the operations specifications specifically mention whether the operator is entitled to transport dangerous goods or not. In case nothing is mentioned, and no other official document is available on board indicating the authorisation to transport dangerous goods, no finding should be raised for this reason only and the operator should be considered to be not approved. In the case the operator was actually or intending to transport DG, a CAT 3 finding can be raised ("Commercial Air Transport operations not in accordance with the operations specifications").</i> ○ <i>AOC could be checked on the TCO web-interface (if available) during the preparation of inspection. If a valid document is provided on the TCO web-interface only a CAT 1 finding should be raised for a document not on board.</i>





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SAFA - CAT		<ul style="list-style-type: none"> ○ <i>Annex 6 requires carrying a certified true copy (certified by an “appropriate authority”) of the air operator certificate (AOC) to be carried during each flight. However, as the appropriate certification of a copy is difficult to be verified on the ramp, only a CAT G remark should be raised when a non-certified copy of the AOC is found on board. For the same reason, electronic copies could also be accepted.</i>
		<ul style="list-style-type: none"> ○ <i>If the AOC and/or operations specifications were not found on board during the inspection, the CAT 3 finding reflecting this shall be used. If no document is provided during the time of inspection, the aircraft can still be released as a non-commercial General Aviation flight. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the CAT 1 finding created for this purpose (see the ramp inspection manual chapter 6.3.1 content on the assessment of findings on certificates and licenses prior to categorisation).</i> ○ <i>The issuance and validity check of the TCO authorisation should be performed before the actual inspection of the aircraft starts, by consulting the TCO web-interface, since there is no obligation to carry a copy of it on board. One-off notifications will be made available by the Agency to the EASA States within one working day after receipt of the notification.</i>





SACA - CAT

Notes:

- *Although a specific layout of the AOC and of the operations specifications is laid out in Appendix I and Appendix II to Annex II to Commission Regulation (EU) 965/2012 respectively, no finding but a CAT G remark should be raised if the content is in compliance with the EU requirements, but the layout is different.*
- *ARO.GEN.310 (b) requires that the operations specifications are issued in accordance with Appendix II, which specifically mentions dangerous goods approval. In case nothing is mentioned, no finding should be raised for this reason only, and the operator should be considered to be not approved. In the case the operator was actually or intending to transport DG without a valid authorisation as per operations specifications, a CAT 3 finding can be raised (“Commercial Air Transport operations not in accordance with the operations specifications”).*
- *Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.*
- *CAT.GEN.MPA.180 requires carrying a certified true copy (certified by an “appropriate authority”) of the air operator certificate (AOC) to be carried during each flight. However, as the appropriate certification of a copy is difficult to be verified on the ramp, only a CAT G remark should be raised when a non-certified copy of the AOC is found on board. For the same reason, electronic copies could also be accepted.*
- *If the AOC and/or operations specifications were not found on board during the inspection, the CAT 3 finding reflecting this shall be used. If no document is provided during the time of inspection, the aircraft can still be released as a non-commercial General Aviation flight. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the CAT 1 finding created for this purpose (see the ramp inspection manual chapter 6.3.1 content on the assessment of findings on certificates and licenses prior to categorisation).*





SAFA - GA	<p>Inspect for:</p> <ul style="list-style-type: none"> • The presence and accuracy of the list of specific approvals (if applicable). • Format (content). • Aircraft operation (inbound and outbound) is in compliance with the list of specific approvals (if applicable) (limitations, Low Visibility Operations (LVO), PBN, RVSM, NAT HLA, and others required for the particular type of operation). <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>If the list of specific approvals (if applicable) is not carried on board while engaged in GA operations, apply the procedure described in the ramp inspection manual chapter 6.3.1 content on the assessment of findings on certificates and licenses prior to categorisation.</i> ○ <i>Although a specific layout of the list of specific approvals is laid out in Appendix 2.4 to Annex 6-II, no finding but a CAT G remark should be raised if the content is in compliance with the requirements, but the layout is different.</i> ○ <i>ICAO requires that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i> ○ <i>An approval to transport dangerous goods is only required for Part-NCC operations. Despite the absence of required approval for A6-II operators, the operator shall comply with the requirements (e.g. training requirement) included in A18 and ICAO Doc 9284, as applicable.</i>
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SACA - NCC	Inspect for:
	<ul style="list-style-type: none"> The presence and accuracy of the declaration and the list of specific approvals (if applicable). Format (layout and content) of the declaration and the list of specific approvals (if applicable). Whether the aircraft operation (inbound and outbound) is in compliance with the list of specific approvals (if applicable) (limitations, Low Visibility Operations (LVO), PBN, RVSM, NAT HLA, dangerous goods and others required for the particular type of operation).
SACA - NCC	Notes:
	<ul style="list-style-type: none"> If the declaration including the list of specific approvals (if applicable) is not carried on board while engaged in NCC operations, apply the procedure described in the ramp inspection manual chapter 6.3.1 content on the assessment of findings on certificates and licenses prior to categorisation. Although a specific layout of the declaration and the list of specific approvals is laid out in Appendix I to Annex III (Part-ORO) and Appendix III to Annex II (Part-ARO) to Commission Regulation (EU) 965/2012 respectively, no finding but a CAT G remark should be raised if the content is in compliance with the requirements, but the layout is different. If the declaration and/or list of specific approvals (if applicable) were not found on board during the inspection, the applicable PDF reflecting this shall be used. However, if during the follow-up process the appropriate evidence is received that a valid document was issued at the time of the inspection, the finding should be downgraded to the CAT 1 finding created for this purpose (see the ramp inspection manual chapter 6.3.1 content on the assessment of findings on certificates and licenses prior to categorisation). A CAT 2/3 finding should be raised whenever clear evidence is available that the declaration and/or the list of specific approvals (if applicable) were not issued at the time of inspection.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A10-01	Layout of the AOC and/or the operations specifications not in accordance with applicable requirements	G	A6-I-4.2.1.5 A6-I-4.2.1.6 A6-I-4.2.1.7	ARO.GEN.310(b)	Not applicable	Not applicable
A10-02	Information in the operations specifications not in accordance with applicable requirements	2	A6-I-4.2.1.6 A6-I-Appendix 6, 3.1	ARO.GEN.310(b) Appendix II Part-ARO	Not applicable	Not applicable
A10-03	Information in AOC incorrect	2	A6-I-4.2.1.5	ARO.GEN.310(b)	Not applicable	Not applicable
A10-04	No English translation of the AOC and/or operations specifications	2	A6-I-6.1.2	CAT.GEN.MPA.180(a)(5)(6)	Not applicable	Not applicable
A10-05	Commercial Air Transport operations not in accordance with the operations specifications	3	A6-I-4.2.1.2	ORO.GEN.125	Not applicable	Not applicable





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A10-06	Commercial Air Transport operations without a valid AOC	3	A6-I-4.2.1.1	ORO.AOC.100(a)	Not applicable	Not applicable
A10-08	A valid AOC (either original or certified true copy) and/or operations specifications for the flights performed was issued but not carried on board at the time of the inspection	1	A6-I-6.1.2	CAT.GEN.MPA.180(a)(5)(6)	Not applicable	Not applicable
A10-09	Third Country Operator not holding a valid TCO Authorisation (operations to/from/within EU)	3	Regulation (EU) 2018/1139, Art. 60 TCO.200(b)(2) A6-I-4.2.2.2 A6-I-4.2.2.3	Not applicable	Not applicable	Not applicable
A10-10	Third Country Operator performing operations not in accordance with the operations specifications associated to the TCO Authorisation (operations to/from/within EU)	3	Regulation (EU) 2018/1139, Art. 60 TCO.200(b)(2) A6-I-4.2.2.2 A6-I-4.2.2.3	Not applicable	Not applicable	Not applicable
A10-11	Third Country Operator holding a valid TCO Authorisation (operations to/from/within EU) but operating an aircraft not listed on the TCO web interface	2	TCO.200(b)(2)	Not applicable	Not applicable	Not applicable
A10-12	Layout of the Declaration and/or the List of specific approvals (if applicable) not in accordance with applicable requirements	G	Not applicable	Not applicable	A6-II-2.1.4 A6-II-Appendix 2.4	ORO.DEC.100 Appendix I Part-ORO ARO.OPS.200(b)(2) Appendix III Part-ARO
A10-13	Information in the list of specific approvals not in accordance with applicable requirements	2	Not applicable	Not applicable	A6-II-2.1.4	ARO.OPS.200(b)(2) Appendix III Part-ARO
A10-14	Information in the declaration not in accordance with applicable requirements	2	Not applicable	Not applicable	Not applicable	ORO.DEC.100 Appendix I Part-ORO
A10-15	Non-commercial operation not in accordance with the list of specific approvals or no list of specific approval issued when required	3	Not applicable	Not applicable	A6-II-2.1.4 A6-II-2.4.2.2(d)(2) A6-II-Appendix 2.4	ARO.OPS.200(b)(2) Appendix III Part-ARO





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A10-16	Operations of complex motor-powered aircraft engaged in non-commercial operations without a valid declaration	2	Not applicable	Not applicable	Not applicable	ORO.DEC.100 Appendix I Part-ORO
A10-17	A valid declaration and/or list of specific approvals (if applicable) (either original or copy) for the flights performed was not carried on board at the time of the inspection	1	Not applicable	Not applicable	A6-II-2.1.4 A6-II-2.4.2.2(d)(2) A6-II-Appendix 2.4	NCC.GEN.140(a)(5)(6)





A11 Radio licence

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • Presence, accuracy of the information mentioned on the Radio Station Licence (if available); • The correct name/callsign. <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>Following the Articles 29e and 30 of the Chicago Convention, a radio licence is a licence to install radio transmitting apparatus. ICAO does not specify the information to be mentioned on the Radio Licence. The requirement to have a radio licence is originating from Article 18 of the Radio Regulations from the International Telecommunications Union (ITU), which requires the issuing State to include, besides the name/callsign, “the general characteristics of the installation” into the licence. However, the exact content of such a licence is only given by the ITU as a recommendation only (Recommendation 7 Rev. WRC-97). Therefore, no finding should be raised on the content of the radio licence, unless the mentioned information is incorrect.</i> ○ <i>Certain Radio Licences show an expiration date. If a Radio Licence is found to be expired, this should be recorded as a CAT G remark only.</i> ○ <i>Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i> ○ <i>Although it is not specifically allowed to carry other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i>

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A11-01	Incorrect information on the Radio Station Licence	1	CC-30a	CAT.GEN.MPA.180(a)(7)	CC-30a	NCC.GEN.140(a)(7)
A11-02	A valid Radio Station Licence was issued but not carried on board at the time of the inspection	1	CC-29e	CAT.GEN.MPA.180(a)(7)	CC-29e	NCC.GEN.140(a)(7)





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A11-03	No valid Radio Station Licence issued	2	CC-29e	CAT.GEN.MPA.180(a)(7)	CC-29e	NCC.GEN.140(a)(7)
A11-04	Radio Station Licence on board expired	G	CC-29e	CAT.GEN.MPA.180(a)(7)	CC-29e	NCC.GEN.140(a)(7)





A12 Certificate of airworthiness

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • Presence, accuracy and validity. • If the content is in compliance with the requirement (including English translation if written in another language). <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>In the case where an aircraft is identified without an original (or certified true copy) and valid CofA then this is considered a CAT 3 finding. The aircraft should be allowed to depart only after receiving positive confirmation from the State of Registry that the aircraft has a valid CofA.</i> ○ <i>However, if during the follow-up process (including Class 3 action before flight) appropriate evidence can be provided, that a valid document was issued at the time of the inspection, the finding should be downgraded to the corresponding CAT 1 finding created for this purpose. For detailed information, please refer to the ramp inspection manual chapter 6.3.1, content on the assessment of findings on certificates and licenses prior to categorisation.</i> ○ <i>Certain States (e.g. EASA States) issue CofA which do not mention an expiration date. Such certificates are usually supplemented by a separate document (ARC – Airworthiness Review Certificate) which should indicate its validity.</i> ○ <i>Standards requiring that certain documents are to be carried on board do not specify that such documents shall be carried as hardcopies. Therefore, electronic documents are acceptable as well in those cases where the competent authority issues the original as an electronic document with electronic signatures.</i> ○ <i>Although it is not specifically allowed to carry other than the original of the document, inspectors should accept a certified true copy provided that it is certified by the issuing authority. Electronic copies could also be accepted as long as their reliability is assured. Such assurance could e.g. be done by means of an authority letter allowing the electronic carriage of document copies and/or by means of the digital (electronic) signature of such copies.</i> ○ <i>Although ICAO / Regulation (EU) No 748/2012 requires a specific layout, no finding but a CAT G remark should be raised if the content is in compliance with the requirements, but the layout is different.</i>





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- *Certificate of Airworthiness could be checked on the TCO web-interface (if available) during the preparation of inspection. If a valid document is provided on the TCO web-interface only a CAT 1 finding should be raised for a document not on board.*

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A12-01	Format of CofA not in accordance with applicable requirement	G	A8-II-3.3.1	21.B.325	A8-II-3.3.1	A8-II-3.3.1 21.B.325
A12-02	No English translation of the CofA	2	A8-II-3.3.2	Appendices (Part-21)	A8-II-3.3.2	A8-II-3.3.2 Appendices (Part-21)
A12-03	CofA not issued/rendered valid by the State of Registry	3	CC-31	21.B.325	CC-31	CC-31 21.B.325
A12-04	A valid CofA was issued but not carried on board at the time of the Inspection	1	CC-29b	CAT.GEN.MPA.180(a)(3)	CC-29b	NCC.GEN.140(a)(3)
A12-05	Endorsed CofA without permission of the State of inspection	3	CC-39a CC-40	CC-39a CC-40	CC-39a CC-40	CC-39a CC-40
A12-06	No valid CofA issued or CofA invalid/expired	3	CC-29b	CAT.GEN.MPA.180(a)(3)	CC-29b	NCC.GEN.140(a)(3)





A13 Flight preparation

SAFA - CAT	SACA - CAT	<p>Inspect for:</p> <ul style="list-style-type: none"> • Presence and accuracy of Operational Flight Plan (OFP). <ul style="list-style-type: none"> ○ Compare with the relevant instructions in the operations manual. <p><i>Note: ICAO and EASA set different requirements to either complete, certify or sign the OFP. Inspectors should focus on the objectives on which the requirements are aiming; instead of looking for signatures and completed documents, the content should, whenever possible, be verified. There is no requirement to sign the OFP; it is only required that forms are completed, but not necessarily signed. Inspectors should focus on the objectives of the requirement; instead of looking for signatures and completed documents, the content should whenever possible be verified.</i></p> • A proper filing system (retaining of all relevant flight preparation documents). • A proper performance and fuel calculation. <ul style="list-style-type: none"> ○ Fuel calculation on board at or above ICAO/EU minimums required. <p><i>Notes:</i></p> <ul style="list-style-type: none"> ▪ <i>In case the actual fuel on board is more than calculated, but it is taken into account in the performance and mass and balance calculations, this should not be raised as a finding. If it was not taken into account, a finding should be raised on the performance and/or mass and balance calculation.</i> ▪ <i>For all phases of the flight, including the route to the alternate aerodrome, the expected routing should be considered (including approach manoeuvres). Direct routing might not be acceptable as the mileage is too short.</i> • If the fuel consumption monitoring of the incoming flight was performed in accordance with the approved procedures. <p><i>Note:</i></p> <ul style="list-style-type: none"> ▪ <i>In case no procedures have been established, a finding should be raised under A04.</i> • If the operator has selected appropriate alternate aerodromes (if required). • RFFS requirements in OM. • If the flight crew has reviewed all the latest available meteorological information (including for alternate aerodromes). • If the flight crew has ensured that the weather forecast at the destination or the destination alternate aerodrome is above minima. • If weather information is in accordance with the provisions of the ICAO Annex 3.
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- If the flight crew has reviewed the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes).
- The presence and accuracy of the ATS flight plan.
 - Note:*
 - *Alternate aerodromes do not always need to be mentioned on the ATS flight plan, e.g. flight allowed without an alternate.*
 - *Depending on the type of operations/airborne equipment, Item 10 of the flight plan shall contain the designators mentioned in ICAO DOC 4444, Appendix 2.*
- When refuelling with passengers on board, inspect if:
 - Qualified personnel are at the required positions (in accordance with the operations manual).
 - Two-way communication with the ground crew supervising the refuelling is established and maintained during the transfer of fuel.
 - Notes: Inspector should consider that:*
 - *Refuelling process starts with the actual flow of fuel from truck/platform into the aircraft.*
 - *Qualified personnel could be consisting of flight crew, ground crew or technical staff.*
- In case of ground icing conditions, check:
 - Proper de/anti-icing procedures have been carried out or planned to be carried out prior to the take-off of the aircraft.
 - Notes:*
 - *When referring to alternate aerodromes, it includes take off, destination, en-route and ETOPS alternate aerodromes.*
 - *Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.*

Inspect:

- Whether the applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes) are carried on board.
- Whether appropriate meteorological information is carried on board (including for alternate aerodromes).
 - Note:*
 - *CAT.OP.MPA.180(b) allows that, for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the relevant meteorological information may be retained at the aerodrome or operating site instead.*





Notes:

- *When the OFP shows any inaccuracy on fuel, consider the use of the best fitting PDF; A13-21 for fuel monitoring or A13-02 for any other.*
- *ICAO A6, Part I only requires that the flight "(...) shall not be commenced unless meteorological information is available which indicates that (...)":*
 - *There is no requirement that the information needs to be on board. The inspector could verify if such information is/was available to the flight crew before departure for the outbound flight.*
 - *Availability of required meteorological information through ACARS or other facilities should be considered compliant provided that relevant procedures in the operations manual are available.*
 - *From the standard A6-I-4.1.1 it results that the operator/flight crew has to be aware of the availability (usually published in NOTAMs) of ground and/or water facilities. As long as the flight crew is aware of it, there is no requirement to carry on board the NOTAMs and no finding should be raised. In order to verify if the crew is indeed aware (in the absence of NOTAMs on board), the inspector could verify the awareness of the information in the NOTAMs published for the aerodrome of inspection (or the alternates).*





SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • A proper filing system (retaining of all relevant flight preparation documents). • Proper performance and fuel calculation. • The fuel consumption monitoring of the incoming flight performed in accordance with the procedures. Compare with the relevant instructions the operations manual, if applicable. <ul style="list-style-type: none"> ◦ <i>In case no procedures have been established, a finding should be raised under A04, if applicable.</i> • If the selected alternate aerodromes (if required) are appropriate. • The presence and accuracy of the ATS flight plan. <p>Notes:</p> <ul style="list-style-type: none"> ▪ <i>Part-NCC requires the ATS flight plan to be carried on board.</i> ▪ <i>Alternate aerodromes do not always need to be mentioned on the ATS flight plan, e.g. flight allowed without an alternate.</i> ▪ <i>Depending on the type of operations/airborne equipment, item 10 of the flight plan shall contain the designators mentioned in ICAO DOC 4444, Appendix 2.</i> • Appropriate meteorological information (including for alternate aerodromes) was reviewed and, for NCC carried on board. • If the crew ensured that the weather forecast at the destination or the destination alternate aerodrome is above minima. • Applicable NOTAMS and/or pre-flight information bulletins (including those for alternate aerodromes) were reviewed and, for NCC carried on board. <p>Note:</p> <ul style="list-style-type: none"> ▪ <i>Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.</i> • When refuelling with passengers on board, if applicable: <ul style="list-style-type: none"> ◦ Compliance with the procedure for safe and rapid evacuation (in accordance with the operations manual), e.g.: <ul style="list-style-type: none"> - Qualified personnel are at the required positions; - Two-way communication with the ground crew supervising the refuelling is established and maintained during the transfer of fuel. <p>Notes:</p> <ul style="list-style-type: none"> ▪ <i>Qualified personnel could be consisting of flight crew, ground crew and/or technical staff.</i>
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		<ul style="list-style-type: none"> ▪ <i>Refuelling is the process that starts with the actual flow of fuel from truck/platform into the aircraft.</i> <ul style="list-style-type: none"> • In case of ground icing conditions: <ul style="list-style-type: none"> ○ Proper de/anti-icing procedures have been carried out or planned to be carried out prior to the take-off of the aircraft. <p><i>Notes:</i></p> <ul style="list-style-type: none"> ○ <i>There is no requirement to have an operational flight plan (OFP), as part of flight planning (as for commercial air transport); the pilot in command shall ascertain that the facilities (space-based, ground and/or water) including communication and navigation aids required for the intended flight are adequate and available. Nevertheless, an OFP may be completed dependent on the length and complexity of the planned flight.</i> ○ <i>In case the actual fuel on board is more than calculated, but it is taken into account in the performance and mass and balance calculations, this should not be raised as a finding. If it was not taken into account, a finding should be raised on the performance and/or mass and balance calculation.</i> ○ <i>Operators with a flight dispatch department may only provide the crew with NOTAMS considered necessary for their particular operation, edited as required.</i>
SAFA - GA		<ul style="list-style-type: none"> ○ <i>A6-II-2.2.3.4 only requires that the flight "(...) shall not be commenced unless meteorological information is available which indicates that (...)":</i> <ul style="list-style-type: none"> ▪ <i>There is no requirement that the information needs to be on board. The inspector could verify if such information is/was available to the flight crew before departure for the outbound flight.</i> ▪ <i>Availability of required meteorological information through ACARS or other facilities should be considered compliant.</i> ○ <i>From the standards A6-II-2.2.1 / -3.4.1 it results that the operator/flight crew has to be ascertained of the availability (usually published in NOTAMS) of ground and/or water facilities. As long as the flight crew is aware of it, there is no requirement to carry on board the NOTAMS and no finding should be raised. In order to verify if the crew is indeed aware (in the absence of NOTAMS on board), the inspector could verify the awareness of the information in the NOTAMS published for the aerodrome of inspection (or the alternates).</i>





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A13-01	No copy of the operational flight plan retained on the ground	1	A6-I-4.3.3.1	CAT.OP.MPA.175(a) CAT.GEN.MPA.185 ORO.MLR.115(b)(1)	Not applicable	Not applicable
A13-02	Fuel calculation not in accordance with applicable requirements, but total fuel on board at or above applicable minimum requirements	2	A6-I-4.3.6.3	CAT.OP.MPA.150(b) AMC1 CAT.OP.MPA.150(b)	A2-2.3.2 A6-II-2.2.3.6.1 A6-II-3.4.3.5	NCC.OP.130
A13-03	ATS flight plan incorrect	2	A2-3.3.2 A2-3.3.3 A2-3.3.4 EUR 2.1.2.1 EUR 2.1.2.2 EUR 2.1.2.3 EUR 2.1.5.1 EUR 2.1.5.2 EUR 2.1.6.1	CAT.OP.MPA.100(a) CAT.OP.MPA.190 A2-3.3.3 A2-3.3.4 EUR 2.1.2.1 EUR 2.1.2.2 EUR 2.1.2.3 EUR 2.1.5.1 EUR 2.1.5.2 EUR 2.1.6.1	A2-3.3.2 A2-3.3.3 A2-3.3.4 EUR 2.1.2.1 EUR 2.1.2.2 EUR 2.1.2.3 EUR 2.1.5.1 EUR 2.1.5.2 EUR 2.1.6.1	A2-3.3.2 A2-3.3.3 A2-3.3.4 EUR 2.1.2.1 EUR 2.1.2.2 EUR 2.1.2.3 EUR 2.1.5.1 EUR 2.1.5.2 EUR 2.1.6.1
A13-04	ATS flight plan not carried on board	1	Not applicable	CAT.GEN.MPA.180(a)(11)	Not applicable	NCC.GEN.140(a)(10)
A13-05	Content and use of the Operational Flight plan not in accordance with the operations manual	2	A6-I-4.3.1(f)(g) A6-I-4.3.3.2	CAT.OP.MPA.175(a) AMC1 CAT.OP.MPA.175(a) (c)	A6-II-3.4.3.1 A6-II-3.4.3.3	ORO.GEN.110(b)
A13-06	Fuel on board less than applicable minimum requirements	3	A2-2.3.2 A6-I-4.3.6.1 A6-I-4.3.6.2 A6-I-4.3.6.3 A6-I-4.3.6.5 A6-I-5.2.5	CAT.OP.MPA.150 CAT.OP.MPA.175(b)	A2-2.3.2 A6-II-2.2.3.6.1 A6-II-3.4.3.5	NCC.OP.130





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A13-07	Flight crew unaware of the applicable departure, destination, or alternate aerodromes NOTAMs	3	A6-I-4.1.1	Not applicable	A6-II-2.2.1 A6-II-3.4.1	Not applicable
A13-08	Flight operated in known icing conditions without suitable certification and/or equipment	3	A6-I-4.3.5.5	CAT.OP.MPA.255(b)	A6-II-2.2.3.4.4 A6-II-3.6.4	NCC.OP.190(b)
A13-09	No icing inspection performed by crew or ground staff with ground icing conditions	3	A6-I-4.3.5.6	CAT.OP.MPA.250	A6-II-2.2.3.4.5	NCC.OP.185
A13-10	Incorrect Operational Flight Plan	2	A6-I-4.3.3.1	CAT.OP.MPA.175(a) AMC1 CAT.OP.MPA.175(a)(a)	A6-II-3.4.3.1 A6-II-3.4.3.3	NCC.OP.145 GM1 NCC.OP.145(b) (b)
A13-11	No Operational Flight Plan	3	A6-I-4.3.3.1	CAT.OP.MPA.175(a) CAT.GEN.MPA.180(a)(21)	Not applicable	Not applicable
A13-12	Less than required or unsuitable alternate(s) aerodromes selected	3	A6-I-4.3.4.1 A6-I-4.3.4.2 A6-I-4.3.4.3 A6-I-4.3.5.2 A6-I-4.1.1 A6-I-4.1.5 A6-I-4.1.6 A6-I-4.7.1.1	CAT.OP.MPA.180 SPA.ETOPS.110 SPA.ETOPS.115	A6-II-2.2.1 A6-II-2.2.3.4 A6-II-2.2.3.5 A6-II-3.4.1 A6-II-3.4.3.4 A6-II-3.3.1.4	NCC.OP.150 NCC.OP.151
A13-13	Flight took off or continued beyond the point of in-flight replanning while data indicated that DES meteorological conditions were below minima	3	A6-I-4.3.5.2	CAT.GEN.MPA.180(a)(18) CAT.OP.MPA.245	A6-II-2.2.3.4.2(b) A6-II-2.2.4.1	NCC.OP.180
A13-14	Take-off intended while data indicates that DEP/DES meteorological conditions are below minima (and in-flight replanning not allowed)	3	A6-I-4.3.5.2	CAT.GEN.MPA.180(a)(18) CAT.OP.MPA.245 CAT.OP.MPA.265	A6-II-2.2.3.4.2(a) A6-II-2.2.4.1	NCC.OP.180 NCC.OP.195





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A13-15	Performance and/or fuel calculation not available or significantly incorrect for the flight	3	A2-2.3.2 A6-I-4.3.1(f)(g) A6-I-4.3.6.1 A6-I-4.3.6.2 A6-I-4.3.6.3 A6-I-4.3.6.5 A6-I-4.3.6.6 A6-I-5.2.5	CAT.OP.MPA.175(b)	A2-2.3.2 A6-II-2.2.3.1(f) A6-II-2.2.3.6.1 A6-II-2.3.1 A6-II-3.4.3.5 A6-II-3.5.2.4	NCC.OP.130 NCC.POL.115
A13-20	Required alternate aerodrome(s) considered in OFP but not specified in the ATS flight plan	2	A2-3.3.2 A6-I-4.3.4.2 A6-I-4.3.4.3	SERA.4005(a)(11) SPA.ETOPS.110(c) CAT.OP.MPA.180	A2-3.3.2	SERA.4005(a)(11)
A13-21	Fuel consumption monitoring not recorded or not performed in accordance with the approved procedures	2	A6-I-4.3.7.1 A6-I-4.3.7.2 A6-I-4.2.10.1	CAT.OP.MPA.280	A6-II-3.4.3.6.1	NCC.OP.205
A13-22	No intentions to request appropriate de-icing treatment	3	A6-I-4.3.5.6	CAT.OP.MPA.250	A6-II-2.2.3.4.5	NCC.OP.185
A13-23	Qualified personnel not at their required positions when refuelling with passengers on board	3	A6-I-4.3.8.1 A6-I-4.3.8.2	CAT.OP.MPA.195(b) AMC1 CAT.OP.MPA.195 (c)	A6-II-3.4.3.8	NCC.OP.155(b) AMC1 NCC.OP.155 (c)
A13-24	Refuelling/defueling with Avgas/wide-cut type fuel with passengers on board	3	Not applicable	CAT.OP.MPA.195(a)	Not applicable	NCC.OP.155(a)
A13-25	No two-way communication established with the ground crew supervising the refuelling during refuelling with passengers on board	3	A6-I-4.3.8.2	CAT.OP.MPA.195(b) AMC1 CAT.OP.MPA.195 (c)	A6-II-3.4.3.8.2	NCC.OP.155(b) AMC1 NCC.OP.155 (c)
A13-26	Actual weather and weather forecast not on board	3	Not applicable	CAT.GEN.MPA.180(a)(18) CAT.OP.MPA.245 CAT.OP.MPA.175	Not applicable	NCC.GEN.140(a)(17) NCC.OP.180 NCC.OP.195
A13-27	Appropriate departure, destination or alternate aerodromes NOTAMs not carried on board	3	Not applicable	CAT.GEN.MPA.180(a)(17)	Not applicable	NCC.GEN.140(a)(16)
A13-28	Actual weather and weather forecast not checked before departure	3	A2-2.3.2 A6-I-4.3.5.2 A6-I-5.2.5	Not applicable	A2-2.3.2 A6-II-2.2.3.3(a)	Not applicable





A14 Mass and balance calculation

SAFA - CAT	SACA - CAT		<p>Inspect:</p> <ul style="list-style-type: none"> The presence of a completed mass and balance (M&B) sheet (either paper or digital format). M&B sheet calculations: <ul style="list-style-type: none"> Are within the a/c limits during any phase of the operation. Are accurate. Consider actual load distribution.
		SAFA - GA SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> How the pilot in command satisfies himself that the mass and balance calculations: <ul style="list-style-type: none"> Are within the a/c limits during any phase of the operation. Are accurate. Consider actual load distribution.
			<p>Inspect:</p> <ul style="list-style-type: none"> In case of incorrect mass and/or balance calculations, check: <ul style="list-style-type: none"> Whether still within the a/c limits and Influence on the performance calculations. If the crew has sufficient data available (in the OPS manual or AFM) to verify the mass and balance calculations. If the mass and balance calculations account for any operational (MTOM) restriction as a result of reduced MTOM for noise certification (where applicable). <p>Notes:</p> <ul style="list-style-type: none"> <i>If additional fuel was loaded, check that it is included on the mass and balance documentation.</i> <i>For the crew to check the mass and balance calculation, a call to an operation centre is to be considered as acceptable checking means. Therefore, before raising CAT 2 finding "A14-03 Insufficient data to enable the crew to check the Mass & balance calculations", the</i>





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inspector should ask the pilot in command about his/her way to check this mass and balance calculation. The absence of data on DOW or DOI in the OPS Manual cannot constitute a finding on itself.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A14-01	Incorrect mass and/or balance calculations, within a/c limits, and having minor effect on the performance calculations	2	A6-I-5.2.7 A6-I-4.3.1(d)(e)	CAT.POL.A.105(a) CAT.POL.MAB.100(a) CAT.POL.MAB.105(a)	A6-II-2.2.3.1(d)(e)(f) A6-II-2.3.1 A6-II-3.5.2.6 A6-II-3.5.2.2	NCC.GEN.106(a)(4)(iv) NCC.POL.105 NCC.POL.110
A14-02	Incorrect mass and/or balance calculations, within a/c limits, but significantly affecting the performance calculations	3	A6-I-5.2.7	CAT.POL.A.105(a) CAT.POL.MAB.100(a) CAT.POL.MAB.105(a)	A6-II-2.2.3.1(d)(e)(f) A6-II-2.3.1 A6-II-3.5.2.6 A6-II-3.5.2.2	NCC.GEN.106(a)(4)(iv) NCC.POL.105 NCC.POL.110
A14-03	Insufficient data to enable the crew to check the mass and balance calculations	2	A6-I-4.3.1(d)(e)	CAT.POL.MAB.105(a)	A6-II-2.2.3.1(d)(e)(f)	NCC.POL.105 NCC.POL.110
A14-04	Mass and balance outside operational limits	3	A6-I-5.2.7	CAT.POL.A.105(a) CAT.POL.MAB.100(a) CAT.POL.MAB.105(a)	A6-II-2.2.3.1(f) A6-II-3.5.2.6	NCC.GEN.106(a)(4)(iv) NCC.POL.100(a)
A14-05	Mass and/or balance calculations do not reflect actual load distribution but within A/C limits	2	A6-I-4.3.1(d)(e)	CAT.POL.MAB.100(a)(h)(i)	A6-II-2.2.3.1(d)(e)(f)	NCC.POL.110(a)
A14-06	No mass and balance calculations performed	3	A6-I-4.3.1(d)(e)	CAT.POL.MAB.100(a) CAT.POL.MAB.105(a)	A6-II-2.2.3.1(d)(e)(f)	NCC.GEN.106(a)(4)(iv) NCC.POL.110
A14-07	No completed mass and balance sheet on board	3	A6-I-4.3.1(d)(e)	CAT.GEN.MPA.180(a)(20)	Not applicable	Not applicable
A14-08	Loading supervisor did not confirm that load and its distribution are in accordance with mass and balance documentation	1	Not applicable	CAT.POL.MAB.105(c)	Not applicable	NCC.POL.110(c)
A14-09	Pilot in command did not accept that the load and its distribution are in accordance with the mass and balance documentation	1	Not applicable	CAT.POL.MAB.105(c)	Not applicable	NCC.POL.110(c)





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A14-10	Mass and/or balance calculations do not reflect actual load distribution with major impact on trim setting	3	A6-I-4.3.1(d)(e)	CAT.POL.MAB.100(h) CAT.POL.MAB.105(c) CAT.POL.MAB.105(d)	A6-II-2.2.3.1(d)(e)(f)	NCC.POL.110(a) NCC.POL.110(c) NCC.POL.110(d)





A15 Hand fire extinguishers

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect if they are:</p> <ul style="list-style-type: none"> • At the indicated location; • Correctly secured in its bracket; • Easily accessible; • Marked with the appropriate operating instructions; and • Serviceable (including the extinguishing agent release mechanism): <ul style="list-style-type: none"> ○ Check pressure gauge (if installed), check expiration date (if any). ○ If considerably low weight, consider unserviceable. <p>Notes:</p> <ul style="list-style-type: none"> ○ Often hand fire extinguishers (HFEs) in excess of those required may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) procedures. If the latter MEL actions have not been applied, a finding should be raised using the "detection / reporting / assessment of significant technical defect" procedure (see the ramp inspection manual (RIM) content on the categorisation of findings). In no case serviceable HFEs should be less than the number required. ○ It is not required for hand fire extinguishers to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable. ○ Any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall be halon free. Any observation may result only in a CAT G remark.
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A15-01	HFE not at indicated location	2	A6-I-6.2.2(b) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.IDE.A.250 CAT.IDE.A.100(e) CS 25.1411(a)(b) CS 23.2535	A6-II-2.4.2.2(b) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.205 NCC.IDE.A.100(f) A8-IIIA-8.3 A8-VA-6.3
A15-02	HFE not marked with the appropriate operating instructions	2	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CS 25.1561(a)	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3
A15-03	Insufficient number of serviceable HFE	3	A6-I-6.2.2(b)	CAT.IDE.A.250	A6-II-2.4.2.2(b)	NCC.IDE.A.205
A15-04	HFE not accessible	3	A6-I-6.2.2(b) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.IDE.A.250 CAT.IDE.A.100(e) CS 25.1411(a)(b) CS 23.2535	A6-II-2.4.2.2(b) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.205 NCC.IDE.A.100(f) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3
A15-05	HFE found not correctly secured but constrained within a dedicated and working latchable container	1	A6-I-6.2.2(b) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.OP.MPA.230(b)	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.OP.170(b)
A15-06	HFE not correctly secured	3	A6-I-6.2.2(b) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.OP.MPA.230(b)	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1 A8-VA-4.6.1	NCC.OP.170(b)





A16 Life jackets / flotation devices

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect their:</p> <ul style="list-style-type: none"> • Presence; • Access; • Sufficient number; and • Serviceability. <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>It is not required for life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.</i> ○ <i>In the case where spare life jackets have been found to be unserviceable this should be reported as CAT G remark.</i> ○ <i>If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.</i>
				<ul style="list-style-type: none"> ○ <i>ICAO and EU regulation require the carriage of life jackets/flotation devices only for over-water flights at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching, as well as for seaplanes operated over water.</i>
				<ul style="list-style-type: none"> ○ <i>ICAO requires the carriage of life jackets/flotation devices only for extended flight over water (a flight operated over water at a distance of more than 50 NM or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing).</i>
				<ul style="list-style-type: none"> ○ <i>EU regulation requires the carriage of life jackets/flotation devices for over water flights at a distance of more than 50 NM from land or taking off or landing at an aerodrome or operating site where, in the opinion of the pilot in command, the take-off or approach path is so disposed over water that there would be a likelihood of a ditching.</i>





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A16-01	Life jackets/flotation devices not easily accessible when required for the type of flight	2	A6-I-6.5.2	CAT.IDE.A.285(a)(b)	A6-II-2.4.4.1 A6-II-2.4.4.3	NCC.IDE.A.220(a)(b)
A16-02	Insufficient number of life jackets/flotation devices available and required for the type of flight	3	A6-I-6.5.2	CAT.IDE.A.285(a)(b)	A6-II-2.4.4.1 A6-II-2.4.4.3	NCC.IDE.A.220(a)(b)





A17 Harness

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> The presence and availability for all flight crew members. Their serviceability (including the automatic restraining device). If unserviceable, check the dispatch conditions in MEL. <p>Notes:</p> <ul style="list-style-type: none"> <i>If the proper functioning of the harness is restricted by the seat covering, consider it unserviceable.</i> <i>If the automatic restraining device is unserviceable, consider the harness as unserviceable.</i> <i>A seat belt without upper torso automatic restraining device does not meet ICAO/EU requirements for a safety harness and it should be considered that no safety harness is installed.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A17-01	Pilot harness does not incorporate an automatic restraining device	2	A6-I-6.2.2(c)(3)	CAT.IDE.A.205	A6-II-3.6.2.1(c)	NCC.IDE.A.180
A17-03	No or unserviceable safety harness for each flight crew seat (outside dispatch limits/conditions)	3	A6-I-6.2.2(c)(3)	CAT.IDE.A.205	A6-II-3.6.2.1(c)	NCC.IDE.A.180
A17-04	Strap or buckle worn/damaged and unserviceable	3	A6-I-6.2.2(c)(3)	CAT.IDE.A.205	A6-II-3.6.2.1(c)	NCC.IDE.A.180

A18 Oxygen equipment





SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect the:																												
				<ul style="list-style-type: none">• Presence.• Access.• Condition.• If the oxygen masks allow for a quick donning (rapid fitment).• Oxygen cylinder pressure. In case of low pressure, check the minimum required according to the operations manual/flight manual.																												
				Notes:																												
				<ul style="list-style-type: none">○ <i>Flight Crew may be asked to perform an operational functional check of the combined oxygen and communication system, as this will reveal the status of its integrity.</i>○ <i>ICAO/ EU regulation does not require for oxygen masks or oxygen bottles to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the oxygen masks. An oxygen mask or bottle without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider as unserviceable.</i>○ <i>Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:</i>																												
				<table><tr><th colspan="4">Absolute pressure</th><th rowspan="2">Metres</th><th rowspan="2">Feet</th></tr><tr><th>hPa/</th><th>mBar</th><th>mm Hg</th><th>PSI</th></tr><tr><td>700</td><td>700</td><td>525.043178</td><td>10.152642</td><td>3 000</td><td>10 000</td></tr><tr><td>620</td><td>620</td><td>465.038243</td><td>8.99234</td><td>4 000</td><td>13 000</td></tr><tr><td>376</td><td>376</td><td>282.023193</td><td>5.453419</td><td>7 600</td><td>25 000</td></tr></table>	Absolute pressure				Metres	Feet	hPa/	mBar	mm Hg	PSI	700	700	525.043178	10.152642	3 000	10 000	620	620	465.038243	8.99234	4 000	13 000	376	376	282.023193	5.453419	7 600	25 000
Absolute pressure				Metres	Feet																											
hPa/	mBar	mm Hg	PSI																													
700	700	525.043178	10.152642	3 000	10 000																											
620	620	465.038243	8.99234	4 000	13 000																											
376	376	282.023193	5.453419	7 600	25 000																											
				<ul style="list-style-type: none">○ <i>ICAO/ EU regulation does not provide a detailed definition of what is a “quick donning” mask. The inspector must therefore act carefully when raising a finding on this matter. Masks that do not meet all the FAA or EASA criteria (place on the face with one hand, less than 5 sec...) must be reported as CAT G remark. However, a legitimate finding on the lack of quick donning masks can be raised if the flight crew is unable to prove that:</i><ul style="list-style-type: none">▪ <i>the masks are serviceable for all the flight crew members;</i>▪ <i>the masks enable radio communication; and</i>▪ <i>the masks do not represent a hindrance to flight crew members wearing glasses.</i>																												



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		<ul style="list-style-type: none"> ○ <i>In the case where the inspection reveals that the smoke goggles are unserviceable, this should be reported as a CAT G remark. However, if according to the operations manual/list of survival equipment such goggles have to be available and serviceable, appropriate follow-up measures have to be applied.</i> ○ <i>Whenever a combination of oxygen mask and smoke goggles is used, inspectors should verify if the two are compatible; in case of serious doubt a demonstration of the equipment might be requested to proof incompatibility. Incompatible devices render the goggles unserviceable.</i>
		<ul style="list-style-type: none"> ○ <i>All pressurised aeroplanes and unpressurised aeroplanes with an MCTOM of more than 5700Kg or having a MOPSC of more than 19 seats shall be equipped with a protective breathing equipment (PBE) for each flight crew member, which includes protection of the eyes. Whenever a combination of oxygen mask and smoke goggles is used, inspectors should verify if the two are compatible; in case of serious doubt a demonstration of the equipment might be requested to proof incompatibility. Incompatible devices render the PBE unserviceable.</i>

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A18-01	Oxygen equipment not readily accessible and required for the type of flight	3	A6-I-4.3.9.1 A6-I-4.3.9.2 A6-I-6.7.1 A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	CAT.IDE.A.235(a)(b) CAT.IDE.A.240 CAT.IDE.A.100(e)	A6-II-2.2.3.8 A6-II-Att. 2.A(2.1) A6-II-3.4.3.9 A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	NCC.IDE.A.195 NCC.IDE.A.200 NCC.IDE.A.100(f)
A18-02	Insufficient number of serviceable quick donning masks available	3	A6-I-4.4.5.2	CAT.IDE.A.235(b)(1)	A6-II-3.4.4.2	NCC.IDE.A.195(c)
A18-03	Insufficient oxygen and/or serviceable oxygen masks	3	A6-I-4.3.9.1 A6-I-4.3.9.2 A6-I-6.7.1	CAT.OP.MPA.285 CAT.IDE.A.235(a)-(e) CAT.IDE.A.240	A6-II-2.2.3.8 A6-II-Att. 2.A(2.2) A6-II-3.4.3.9	NCC.IDE.A.195 NCC.IDE.A.200
A18-04	Unserviceable oxygen system	3	A6-I-4.3.9.1 A6-I-4.3.9.2 A6-I-6.7.1	CAT.IDE.A.235(a)-(e) CAT.IDE.A.240	A6-II-2.2.3.8 A6-II-3.4.3.9	NCC.IDE.A.195(a) NCC.IDE.A.200(a)





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A18-05	Protective breathing equipment not available or unserviceable	3	Not applicable	CAT.IDE.A.245	Not applicable	Not applicable





A19 Independent portable light

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> If appropriate portable lights are readily available at all crew member stations. The serviceability. The accessibility. <p>Notes:</p> <ul style="list-style-type: none"> <i>If the proper functioning of the portable light is significantly affected as a result of weak batteries, consider it unserviceable.</i> <i>If only personal portable lights are available this should not be considered as a finding provided they are readily available to the flight crew from their normal positions. This should however be reported as a CAT G remark.</i>
				<ul style="list-style-type: none"> <i>Only aircraft operated at night require independent portable lights for the crew. This includes flights departing in daylight but extending into the night, and aircraft departed at night and arrived in daytime. When inspecting daylight only flights, the absence or unserviceability of any independent portable light does not constitute a finding. This should however be reported as a CAT G remark.</i>

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A19-01	Serviceable independent portable light available to both pilots but not for other required flight crew members during night operation	1	A8-III A-8.3 A8-III B-6.3 A8-VA-6.3 A6-I-6.10(f)	Not applicable	A6-II-2.4.8(f) A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	NCC.IDE.A.115(f)
A19-02	Independent portable lights not serviceable or readily available for required pilots during night operation	3	A6-I-6.10(f) A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	Not applicable	A6-II-2.4.8(f) A8-III A-8.3 A8-III B-6.3 A8-VA-6.3	NCC.IDE.A.115(f) NCC.IDE.A.100(f)
A19-03	Independent portable lights not serviceable or readily accessible to each required crew member	3	Not applicable	CAT.IDE.A.115(a)(4)	Not applicable	Not applicable





A20 Flight crew licence / composition

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> The presence and validity of crew licences and appropriate ratings. The form and content (including English translation) is in compliance with Part-ARA or with ICAO Annex 1 requirements, as applicable (e.g. the means to easily determine the licence's privileges and validity of ratings). The endorsement of language proficiency (LP) in the licence. <ul style="list-style-type: none"> <i>The explicit mentioning of the LP level in the licence is mandatory and such a case should be considered as finding.</i> <i>If during a ramp inspection a pilot is found to be properly endorsed with the required ELP, but has obvious difficulties in communicating in English, this should be reported as a finding. Such finding should be raised only by inspectors possessing an adequate English knowledge (e.g. native speakers, holders of a valid language proficiency certificate).</i> <i>Notwithstanding the note above, whenever a licence holder is found not having his/her licence endorsed with the required ELP, but the inspector is satisfied that such flight crew member can obviously communicate effectively in English (e.g. in case of an English native speaker), the absence of the endorsement shall be reported as a CAT 1 finding.</i> In case of licences issued by an authority other than the one of the State of Registry, check the validation of the licence. <ul style="list-style-type: none"> <i>Licences issued or accepted in accordance with Commission Regulation (EU) No 1178/2011 are automatically valid in all the EU States, Iceland, Norway and Switzerland.</i> <i>On 2 March 2018, the Basic Regulation together with the Treaty on the Functioning of the European Union (TFEU), including a list of the EU MSs was registered with ICAO as an international agreement under registration number 5950. This final step, as required in the Standard 1.2.2.3.1 ICAO Annex 1 on Personnel Licensing, developed in 2016 in close collaboration between EASA, the European Commission and ICAO, makes the mutual recognition of European pilot licences formally recognised within the ICAO framework. It is also noteworthy that the example of EASA may be followed by other regional safety oversight organisations (RSOO). The applicability may be verified after or before the ramp inspection at: https://dna.icao.int/WAGMAR. (Please be aware that this link could become outdated when a new revision of this document will update the reference).</i>
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				<ul style="list-style-type: none"> ○ For NCC operations licences issued or accepted in accordance with Commission Regulation (EU) No 1178/2011 are required. • Presence and validity of the medical certificate and if the certificate is the correct type for the privileges exercised. <ul style="list-style-type: none"> ○ The appropriate Class 1, Class 2 or Class 3 Medical Assessment can be issued to the licence holder in several ways such as a suitably titled separate certificate, a statement on the licence, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc.. • Spare correcting spectacles (in case a flight crew member is required to wear corrective lenses). • Crew composition meets the minimum crew requirements (available in the OM or AFM). • Crew members are in compliance with the flight and duty time rules contained within the operations manual (when applicable) or established by the State of Operator.
				<ul style="list-style-type: none"> • Flight crew members are meeting the age requirements (60 years for single-pilot operations, 65 years for multi-pilot operations).
				<p>Notes:</p> <ul style="list-style-type: none"> ○ If the crew licence and/or medical certificate of a flight crew member is not carried on board at the time of the inspection, apply the procedure described in chapter 6.3.1 of the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation. Under no circumstances, a flight crew member should be permitted to perform flying duties without receiving confirmation that s/he has been issued an appropriate and valid licence. ○ Many licences do not contain a picture of the holder. Instead, the holders are required to carry a document containing a photo for the purposes of identification. If the holder is unable to produce such a document (in original) apply the procedure described in the ramp inspection manual on the assessment of findings on certificates and licenses prior to categorisation. ○ Certified copies of flight crew licences (certified by the issuing authority), although not meeting the ICAO requirements, should not be accepted, unless it is clear that the original is with the issuer for the purpose of renewal, etc. – in these cases a finding should not be raised.



PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A20-01	Form and/or content not in compliance with applicable requirement (licence, medical certificate)	1	A1-5.1.1.1 A1-5.1.1.2 A1-6.1.1(a)(b)	Appendix I to Annex VI (Part-ARA) Regulation (EU) 2020/723 Art. 4 ARA.MED.130	A1-5.1.1.1 A1-5.1.1.2 A1-6.1.1(a)(b)	Appendix I to Annex VI (Part-ARA) Regulation (EU) 2020/723 Art. 4 ARA.MED.130
A20-02	No crew member holds a valid R/T licence/rating	3	A6-I-9.1.2	A6-I-9.1.2	Not applicable	Not applicable
A20-04	Language proficiency endorsement expired	2	A1-1.2.9.1 A1-1.2.9.5 A1-Appendix 1 A1-5.1.1.2	FCL.055(c)	A1-1.2.9.1 A1-1.2.9.5 A1-Appendix 1 A1-5.1.1.2	FCL.055(c)
A20-05	Language proficiency endorsement missing or lower than the required operational level (Level 4)	3	A1-1.2.9.1 A1-1.2.9.5 A1-Appendix 1 A1-5.1.1.2	FCL.055(a) Regulation (EU) 2020/723 Art. 4	A1-1.2.9.1 A1-1.2.9.5 A1-Appendix 1 A1-5.1.1.2	FCL.055(a) Regulation (EU) 2020/723 Art. 4
A20-06	Flight crew member(s) having obvious difficulty speaking in English, despite holding a valid ELP endorsement	2	A6-I-3.1.8 A1-1.2.9.1	FCL.055(a) FCL.055(b)(1)	A6-II-2.1.1.6 A1-1.2.9.1 A1-Appendix 1	FCL.055(a) FCL.055(b)(1)
A20-07	No endorsement of the required English language proficiency, but the flight crew member can obviously communicate effectively in English	1	A1-1.2.9.1 A1-Appendix 1 A1-5.1.1.2	Not applicable	A1-1.2.9.1 A1-Appendix 1 A1-5.1.1.2	Not applicable
A20-08	No English translation of ICAO required items of the licence and / or medical certificate	2	A1-5.1.3	Not applicable	A1-5.1.3	Not applicable
A20-09	No mention of ICAO / EU medical class	2	A1-5.1.1.2 A1-6.1.1(a)(b)	ARA.MED.130	A1-5.1.1.2 A1-6.1.1(a)(b)	ARA.MED.130





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A20-10	No proper validation issued by the State of Registry (or for an EASA operator by any EASA state)	2	A1-1.2.1.1 A1-1.2.2.1 CC-29c CC-32a CC-40	ORO.FC.100(c) Regulation (EU) 2020/723 Art. 4	A1-1.2.1.1 A1-1.2.2.1 CC-29c CC-32a CC-40	ORO.FC.100(c) Regulation (EU) 2020/723 Art. 4
A20-11	Spare correcting spectacles not available (for multi-pilot operations)	2	A1-6.3.3.2	MED.B.070(g)(5)	A1-6.4.3.2	MED.B.070(g)(5)
A20-12	Flight crew member without appropriate/valid licence/rating	3	A1-1.2.1.1 A1-1.2.2.1 CC-29c CC-32a CC-40	ORO.FC.100(c)	A1-1.2.1.1 A1-1.2.2.1 CC-29c CC-32a CC-40 A6-II-2.7.2.1	ORO.FC.100(c)
A20-13	Medical certificate invalid for the privileges being exercised	3	A1-1.2.5.2 A1-1.2.5.2.2 A1-1.2.5.2.3	FCL.045	A1-1.2.5.2	FCL.045
A20-14	No correcting lenses available and/or used when required	3	A1-6.3.3.2 A1-6.3.3.2.1	MED.B.070(g)	A1-6.4.3.2 A1-6.4.3.2.1	MED.B.070(g)
A20-15	Pilot aged 60 or more engaged in single pilot commercial air transport	3	A1-2.1.10	FCL.065(a)	Not applicable	Not applicable
A20-16	Pilot aged 65 or more engaged in commercial air transport	3	A1-2.1.10	FCL.065(b)	Not applicable	Not applicable
A20-17	Spare correcting spectacles not available (for single pilot operations)	3	A1-6.3.3.2 A1-6.3.3.2.1	MED.B.070(g)(5)	A1-6.4.3.2 A1-6.4.3.2.1	MED.B.070(g)(5)





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A20-18	A valid and appropriate flight crew licence and/or medical certificate was issued but not carried on board at the time of the inspection	1	A1-1.2.1.1 A1-1.2.2.1 CC-29c CC-32a CC-40	FCL.045	A1-1.2.1.1 A1-1.2.2.1 A6-II-2.7.2.1 CC-29c CC-32a	FCL.045
A20-19	Insufficient number of flight crew members	3	A6-I-9.1.1	ORO.FC.100(a)(b)	A6-II-2.7.1	ORO.MLR.100(a)(b)
A20-20	Flight crew member not in compliance with the flight and duty time rules	3	A6-I-4.10.2 A6-I-Appendix 2, 2	CAT.GEN.MPA.100(b)(4) ORO.MLR.100(a)(b)	A6-II-3.4.2.8 A6-II-3.4.2.2	ORO.MLR.100(a)(b)AMC2 ORO.MLR.100 (f)





A21 Journey logbook or equivalent

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> • Presence; • If the content of Journey logbook/General Declaration or equivalent complies with the requirement; • For properly filled in; and • When EFBs are used to display aircraft conditions (e.g. TLB or Journey logbook): <ul style="list-style-type: none"> ○ Data are up-to-date, and ○ Synchronised correctly according to operator procedures. <p>Note:</p> <ul style="list-style-type: none"> ○ <i>In some cases, the Journey logbook may be replaced by an equivalent document called General Declaration (provided it contains the information listed in applicable requirement).</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A21-01	Inconsistent data entered into the Journey logbook or equivalent	1	A6-I-4.5.5 CC-34	ORO.MLR.110	CC-34 A6-II-2.8.2.1 A6-II-3.4.5.4	ORO.MLR.110
A21-02	Flight details not recorded in a journey logbook or equivalent	2	A6-I-4.5.5 CC-34	ORO.MLR.110	CC-34 A6-II-2.8.2.1 A6-II-3.4.5.4	ORO.MLR.110 NCC.GEN.106(a)(8)
A21-03	Journey logbook or equivalent not on board	2	CC-29d	CAT.GEN.MPA.180(a)(9) CAT.GEN.MPA.180(b)(3)	CC-29d	NCC.GEN.140(a)(9)
A21-04	Flight details not updated on EFB	2	A6-I-4.5.5 CC-34	ORO.MLR.110 CAT.GEN.MPA.105(a)(14)	CC-34 A6-II-2.8.2.1 A6-II-3.4.5.4	ORO.MLR.110 NCC.GEN.106(a)(8)



A22 Maintenance release

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> How the pilot in command satisfies he/she that the aircraft is airworthy and necessary maintenance has been performed (usually by accepting the aircraft). If the maintenance release has been issued (when applicable). <p>Note:</p> <ul style="list-style-type: none"> <i>In case the pilot in command did not certify that the aircraft is airworthy, this means he did not check if maintenance records were performed, including if a maintenance release was issued (if applicable for the type of operation).</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A22-01	Pilot in command did not certify that the aircraft is airworthy	3	A6-I-4.3.1(a)(c)	CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(a)(c)	Regulation (EU) 2018/1139, Annex V, (c)(i) NCC.GEN.106(a)(4)(i)
A22-03	Certificate of release to service/maintenance release with incorrect or incomplete traceability data	2	A8-II-6.8.1 A8-II-6.8.2	Regulation (EU) 2018/1139, Annex V, 6.3	A8-II-6.8.1 A8-II-6.8.2	Regulation (EU) 2018/1139, Annex V, 6.3
A22-04	Maintenance documentation showing overdue maintenance	3	A6-I-8.4	M.A.306(a)(3)	A6-II-2.6.2.1	A6-II-2.6.2.1





A23 Defect notification and rectification

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> • For any deferred defects (specify in the report where necessary); • If defects have been properly reported and assessed: <ul style="list-style-type: none"> ○ <i>Associated maintenance actions have been properly reported, e.g. description of the action, AMM/SRM or other approved data references.</i> • If open deferred defects remain within time limits, when defect deferments include time limits; • The compliance of the deferred defects with the aircraft MEL, if available; • If the rectification intervals stated in the aircraft technical log book (ATLB) do not exceed those required by the MEL (if available). • When EFBs are used to display aircraft conditions (e.g. TLB or Journey logbook), the data are up-to-date and synchronized correctly according to operator procedures. • If warning messages (e.g. ECAM/EICAS messages) have been properly reported and assessed. <ul style="list-style-type: none"> ○ If applicable request the flight crew to recall all warning messages and present the relevant information on the display (e.g. status page). Crosscheck with Tech Log. ○ If a warning message found not correctly reported and assessed, raise a CAT3 finding as foreseen under “Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions”. <ul style="list-style-type: none"> ▪ When ramp inspectors check the warning messages, they should only check the relevant “status page” as foreseen by the flight manual procedures (e.g. FCOM). ▪ Ramp inspectors should only consider warnings related to safety consequences requiring immediate action before flight. <p>Example on an Airbus A330:</p> <p>ECAM messages related to a class 1 failure → operational consequences “Yes” → dispatch consequences “GO” “GO IF” “NO GO” → to be verified.</p> <p>ECAM messages related to a class 2 failure → operational consequences “No” → dispatch consequences “GO” nevertheless in some cases MEL relevant (e.g. ATA 26 Smoke Detector).</p>
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Notes:

- A reference to the approved technical data should be mentioned within the associated CAT G remark when a finding on the report or on the assessment of a technical defect is raised using the A23/A24 CAT 2 & CAT G remark procedure.
- There is no requirement for the ATLB (Technical Log) to contain entries in a specific language. In any case the flight crew has to be able to understand the entries in the ATLB.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A23-01	Defect deferred with a wrong AMM/SRM/MEL/CDL reference	1	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.105(a)(1)(2) (12)(13)(14)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7)
A23-02	Item closed but not reported as such in the deferred defect list / hold item list	1	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7)
A23-03	Maintenance action not properly recorded	2	A6-I-8.4 A6-I-8.5 A8-II-6.8	M.A.306(a) M.A.403(c)(d)	A6-II-2.6.4.3 A8-II-6.8	A6-II-2.6.2.1 A8-II-6.8
A23-04	Deferred defect closed after the deadline and aircraft in operation during that period	2	A6-I-6.1.3	CAT.IDE.A.105 CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.105(a)(11) ORO.MLR.105(e)(3)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1.1	NCC.IDE.A.105 NCC.GEN.106(a)(4)(7) ORO.MLR.105(e)(3)
A23-05	Known defect not reported/assessed	2	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403 CAT.GEN.MPA.100(b)(1) CAT.GEN.MPA.105(a)(11)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) NCC.GEN.105(g)(1)





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A23-06	No evidence of identification nor monitoring of significant defect	2	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.100(b)(1) CAT.GEN.MPA.105(a)(11)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) NCC.GEN.105(g)(1)
A23-07	Deferred defect open while the MEL rectification interval has expired	3	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.100(b)(1) CAT.GEN.MPA.105(a)(11) ORO.MLR.105(e)(3)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) ORO.MLR.105(e)(3) NCC.GEN.105(g)(1)
A23-08	Technical logbook entry not understood by the flight crew members	3	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) M.A.403(c)(d) CAT.GEN.MPA.100(b)(1) CAT.GEN.MPA.105(a)(11)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) NCC.GEN.105(g)(1)
A23-09	Incorrect rectification interval applied (but still within the prescribed MEL interval)	2	A6-I-6.1.3	CAT.OP.MPA.175(b)(1) M.A.306(a) CAT.GEN.MPA.105(a)(11) ORO.MLR.105(e)(3)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) ORO.MLR.105(e)(3)
A23-10	Required maintenance action not performed or not in accordance with applicable (MEL/AMM/SRM) instructions	3	A6-I-4.3.1(a)	M.A.401(a) CAT.OP.MPA.175(b)(1) ORO.MLR.105(g)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) ORO.MLR.105(g)
A23-11	Maintenance action not performed by appropriately qualified personnel	3	A6-I-8.1.4 A8-II-6.6.3	M.A.801(b) 145.A.50(a)	A6-II-2.6.1.2	Regulation (EU) 2018/1139, Annex V, 6.1
A23-12	Defect deferred but without applying (correctly) the required (M), (O) and/or other procedures prescribed by the MEL	3	A6-I-4.3.1(a)(c) A6-I-4.5.4 A6-I-6.1.3	Regulation (EU) 2018/1139, Annex V, 6.1 CAT.OP.MPA.175(b)(1) CAT.GEN.MPA.105(a)(11) ORO.MLR.105(g)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	Regulation (EU) 2018/1139, Annex V, 6.1 NCC.GEN.105(g)(1) NCC.GEN.106(a)(7) ORO.MLR.105(g)
A23-13	Maintenance personnel working on the aircraft without using appropriate tooling	3	A6-I-8.1.2 A8-II-6.5.2	M.A.402	A6-II-2.6.1.2	Regulation (EU) 2018/1139, Annex V, 6.1





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A23-15	Technical logbook not updated on the EFB	2	A6-I-4.3.1(a)(c) A6-I-4.5.4	M.A.306(a) CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(a)(c) A6-II-2.6.1	NCC.GEN.106(a)(4)(7) NCC.GEN.106(a)(8)
A23-16	Maintenance action entered in ATLB or equivalent document, although not performed	3	A6-I-8.1.1 A8-II-6.8.1	Regulation (EU) 2018/1139, Annex V, 6.1	A6-II-2.6.1.1 A8-II-6.8.1	Regulation (EU) 2018/1139, Annex V, 6.1





A24 Pre-flight inspection

SAFA - CAT	SACA - CAT	SAFA - GA	SAFA - NCC	Inspect: <ul style="list-style-type: none">If the pre-flight or equivalent inspection is performed. <i>Note:</i> <ul style="list-style-type: none">A reference to the approved technical data should be mentioned within the associated CAT G remark when a finding on the report or on the assessment of a technical defect is raised using the A23/A24 CAT 2 & CAT G remark procedure.
				Check: <ul style="list-style-type: none">Pre-flight or equivalent inspection is duly certified.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A24-01	Pre-flight inspection performed but the pilot in command did not certify that s/he is satisfied that the aircraft is airworthy	1	A6-I-4.3.1(a)(c)	Regulation (EU) 2018/1139, Annex V, 6.1 M.A.201(d) M.A.301(a) CAT.GEN.MPA.105(a)(12)	Not applicable	Regulation (EU) 2018/1139, Annex V, 6.1
A24-02	Pilot in command certified that s/he is satisfied that the aircraft is airworthy before the pre-flight inspection was performed	2	A6-I-4.3.1(a)(c)	Regulation (EU) 2018/1139, Annex V, 6.1 M.A.201(d) M.A.301(a) CAT.GEN.MPA.105(a)(1)(2) (8)(11)(12)	Not applicable	Regulation (EU) 2018/1139, Annex V, 6.1
A24-03	Pre-flight inspection performed but without identifying significant defects	2	A6-I-4.3.1(a)(c)	M.A.201(d)	A6-II-2.2.3.1(a)(c) A6-II-3.4.5.3	Regulation (EU) 2018/1139, Annex V, 6.2



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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
A24-04	Pre-flight inspection not performed	3	A6-I-4.3.1(a)(c)	CAT.OP.MPA.175(b)(1) M.A.201(d) M.A.301(a) CAT.GEN.MPA.105(a)(1)(2) (8)(11)(12)	A6-II-2.2.3.1(a)(c) A6-II-3.4.5.3	Regulation (EU) 2018/1139, Annex V, 6.2





B01 General internal condition

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> The general condition, including lavatories (general condition and smoke detection systems), flammable furnishings; The stowage of baggage/equipment, or heavy/hard pointed objects which might be stored in the toilets (waste bags temporarily stowed in a locked toilet is considered acceptable); If service carts manufactured after 4 November 2005 for proper braking action; <ul style="list-style-type: none"> <i>Findings should only be raised in those cases where the braking action is obviously not meeting the standard. Carts with defective brakes may be used as storage carts in the galley as long as such defective carts are properly labelled.</i> If markings required by operational or registration Authorities are installed, as well as passenger and crew placards and illuminated signs for safety equipment. <p>Notes:</p> <ul style="list-style-type: none"> <i>Special attention when checking cabin items which may result in an unsafe situation (e.g. stowage of a single catering box where pairs are required; weight limitation of catering containers).</i> <i>Where loose and unsecured (passenger) luggage is found in the cabin, this should be reported under B13. Where it concerns loose luggage, which might block the emergency exit, in that case the finding should be under B12.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B01-01	Equipment installations obviously not in compliance with applicable requirements	2	A8-IIIA-1.4 A8-IIIA-1.5 A8-IIIA-8.2 A8-IIIB-1.4 A8-IIIB-1.5 A8-IIIB-6.2 A8-VA-1.3 A8-VA-1.4 A8-VA-6.2	CAT.IDE.A.100 M.A.501	A8-IIIA-1.4 A8-IIIA-1.5 A8-IIIA-8.2 A8-IIIB-1.4 A8-IIIB-1.5 A8-IIIB-6.2 A8-VA-1.3 A8-VA-1.4 A8-VA-6.2	NCC.IDE.A.100
B01-02	Cabin interior layout obviously not furnished in accordance with certified design specifications concerning flammable materials	2	A8-IIIA-4.1.6(f) A8-IIIB-4.2(f) A8-VA-4.2(f)	Part 26.150(a) CS 23.2325	A8-IIIA-4.1.6(f) A8-IIIB-4.2(f) A8-VA-4.2(f)	A8-IIIA-4.1.6(f) A8-IIIB-4.2(f) A8-VA-4.2(f)
B01-03	Smoke detection system not installed or inoperative (outside dispatch limits/conditions) and lavatory not placarded in compliance with MEL	3	A8-IIIB-4.2(f)	Part 26.150(b)(c) Part 26.160(a)	A8-IIIB-4.2(f)	A8-IIIB-4.2(f)
B01-04	Disposal receptacles not equipped with a serviceable built-in fire extinguisher system	3	A8-IIIB-4.2(f)	Part 26.160(b)	A8-IIIB-4.2(f)	A8-IIIB-4.2(f)
B01-05	Crew carry-on baggage not adequately and securely stowed during flight	3	A6-I-4.8	CAT.OP.MPA.160 CAT.OP.MPA.230(b)	A6-II-2.2.6	NCC.OP.135 NCC.OP.170(b)
B01-06	Loose or heavy objects in the cabin/galleys	3	A6-I-4.3.1(e) A6-I-4.8	CAT.OP.MPA.160 CAT.OP.MPA.230(b)	A6-II-2.2.3.1(e) A6-II-2.2.6	NCC.OP.135 NCC.OP.170(b)
B01-07	Cabin equipment not properly secured	3	A6-I-4.3.1(e)	CAT.OP.MPA.230	A6-II-2.2.3.1(e) A6-II-2.2.6	NCC.OP.170
B01-08	Stowage of luggage or loose articles in the toilets	3	A6-I-4.8 A6-I-4.3.1(e)	CAT.OP.MPA.160 CAT.OP.MPA.230(b)	A6-II-2.2.3.1(e) A6-II-2.2.6	NCC.OP.135 NCC.OP.170(b)





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B01-09	Lavatory smoke detection system obstructed	3	A8-IIIB-4.2(f)	Part 26.160(a)	A8-IIIB-4.2(f)	A8-IIIB-4.2(f)
B01-10	Lavatory inoperative (not placarded as such and not confirmed with MEL restrictions if any)	3	A6-I-6.1.3	ORO.MLR.105(a) CAT.GEN.MPA.105(a)(11)	A6-II-3.6.1.1	NCC.GEN.106(a)(7) ORO.MLR.105(a)
B01-11	Galley or trolley (when used) waste receptacle access door cover inoperative	2	M	M	M	M
B01-12	Damaged wall panels	1	M	M	M	M
B01-13	Unserviceable brakes of service cart(s)	3	(E)TSO-C175 SAE AS8056 EUROCAE ED-121	(E)TSO-C175 SAE AS8056 EUROCAE ED-121	(E)TSO-C175 SAE AS8056 EUROCAE ED-121	(E)TSO-C175 SAE AS8056 EUROCAE ED-121
B01-14	Covers damaged/missing exposing sharp edges and/or cables and wires	3	M	M	M	M
B01-16	Lavatory waste receptacle access door cover inoperative	3	M	M	M	M
B01-17	Safety markings and placards missing or unreadable	1	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1561 CS 23.2605 CS 23.2610	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
B01-18	Markings and/or placards missing, unreadable, and/or providing misleading information with significant effect on flight safety	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1561 CS 23.2605 CS 23.2610	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
B01-19	Markings and/or placards for non-safety equipment and/or installations missing, unreadable or providing misleading information	G	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1561 CS 23.2605 CS 23.2610	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2





B02 Cabin crew's station & crew rest area

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect for:
				<ul style="list-style-type: none"> General condition and serviceability of the cabin crew seats; Presence and condition of the safety harness and/or belt; and Accessibility of life jackets.
				<ul style="list-style-type: none"> The serviceability of the communication system (Cockpit to Cabin and Cabin to Cabin). In case of unserviceability, check against the MEL.
				<p>Notes:</p> <ul style="list-style-type: none"> If a cabin crew seat is found unserviceable check against MEL and check if the number of serviceable ones can accommodate the minimum required number of cabin crew members (information available in the Operations Manual). If a cabin crew seat is found not to retract automatically, thereby impeding the rapid evacuation of the aeroplane in an emergency, this finding should be addressed under the item B12 – Access to emergency exits.
				<ul style="list-style-type: none"> Aeroplanes for which the individual CofA was issued on or after 1 January 1981 must be fitted with safety harnesses for the use of cabin crew members.
				<ul style="list-style-type: none"> It is not required for life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable. If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.





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B02-01	Strap or buckle worn or damaged	1	A6-I-6.16.1	CAT.IDE.A.205	A6-II-3.6.8.1 A6-II-3.12.3	NCC.IDE.A.180
B02-02	Cabin crew seat(s) for the minimum required cabin crew not equipped with upper torso restraint system (no harness, only seat belt)	2	A6-I-6.16.1	CAT.IDE.A.205	A6-II-3.6.8.1	NCC.IDE.A.180
B02-03	Cabin crew life jackets (when required) not easily accessible	2	A6-I-6.5.2	CAT.IDE.A.285(a)(b)	A6-II-2.4.4.3 A6-II-3.6.3.4	NCC.IDE.A.220(a)(b)
B02-04	Cabin crew seat(s) unserviceable (outside dispatch limits/conditions)	3	A6-I-6.16.1	CAT.IDE.A.205	A6-II-3.6.8	NCC.IDE.A.180
B02-05	Cabin crew upper torso restraint system/seat belt not available or unserviceable on required cabin crew seats (outside dispatch limits/conditions)	3	A6-I-6.16.1	CAT.IDE.A.205	A6-II-3.6.8.1 A6-II-3.12.3	NCC.IDE.A.180
B02-06	Cabin crew seats not correctly located	3	A6-I-6.16.3	CS 25.785(h) AMC3 CAT.IDE.A.205	A6-II-3.6.8	NCC.IDE.A.180 AMC3 NCC.IDE.A.180
B02-07	Communication equipment unserviceable (outside dispatch limits/conditions)	3	CAT.IDE.A.175 CAT.IDE.A.180	M	M	M
B02-08	Insufficient number of serviceable life jackets / flotation devices available and required for the type of flight	3	A6-I-6.5.1(a) A6-I-6.5.2	CAT.IDE.A.285(a)(b)	A6-II-2.4.4.1 A6-II-2.4.4.3 A6-II-3.6.3.4 A8-III A-8.3 A8-VA-6.3 A8-III B-6.3	NCC.IDE.A.220(a)(b) A8-III A-8.3 A8-VA-6.3 A8-III B-6.3





B03 First aid kit / emergency medical kit

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • Presence; • Accessibility; and • Identification of medical supplies (first aid kit(s) and, if applicable, emergency medical kit and universal precaution kit). <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>Medical supplies without a date does not constitute a finding. However, if stated expiry date has been exceeded, then this should be reported as a finding.</i>
				<ul style="list-style-type: none"> ○ <i>CAT.IDE.A.220 and NCC.IDE.A.190 requires that aeroplanes are equipped with a number of first-aid kits which is proportionate to the number of passenger seats installed (1 first-aid kit every 100 seats, with a maximum of 6 kits).</i> ○ <i>Aircraft of EASA operators with at least one cabin crew member require a minimum of 1 AED on board.</i> ○ <i>An emergency medical kit is only mandatory for aeroplanes with an MOPSC of more than 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.</i> ○ <i>AMC2 to CAT.IDE.A.220 and AMC4 to CAT.IDE.A.225 require first aid kits / emergency medical kits to have a periodical inspection and replenished when the circumstances warrant so. A first aid kit, emergency medical kit without a date does not constitute a finding. However, if stated expiry date has been exceeded, then this should be reported as a finding.</i>

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B03-01	First-aid kit (medical supplies) not at the indicated location	1	A6-I-4.2.12.2	CAT.GEN.MPA.105(a)(7) CAT.OP.MPA.170	A6-II-2.2.2.3.2	NCC.OP.140(a)
B03-03	Contents of medical supplies past expiration date	1	A6-I-6.2.2(a)	CAT.IDE.A.220 CAT.IDE.A.225	A6-II-2.4.2.2(a) A6-II-3.6.2.1(a)	NCC.IDE.A.190(b)





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B03-04	First-aid kit (medical supplies) not identified as such	1	A8-III A-8.3 A8-VA-6.3 A8-IIIB-6.3	CAT.IDE.A.100(e) CAT.IDE.A.220(b)	A8-III A-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.100(f) NCC.IDE.A.190(b) A8-III A-8.3 A8-IIIB-6.3 A8-VA-6.3
B03-05	First-aid kit (medical supplies) not available or not accessible during flight	3	A6-I-6.2.2(a)	CAT.IDE.A.220 CAT.IDE.A.225 CAT.IDE.A.100(e)	A6-II-2.4.2.2(a) A6-II-3.6.2.1(a)	NCC.IDE.A.190(b) NCC.IDE.A.100(f)
B03-06	Aircraft not equipped with an AED	12	A6-I-6.2.2(a)	CAT.IDE.A.220 CAT.IDE.A.225 CAT.IDE.A.100(e)	A6-II-2.4.2.2(a) A6-II-3.6.2.1(a)	NCC.IDE.A.190(b) NCC.IDE.A.100(f)





B04 Hand fire extinguishers

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none">• If at the indicated location and easily accessible;• If they are correctly secured in their bracket;• If they are marked with the appropriate operating instructions;• If they are serviceable (including the extinguishing agent release mechanism):<ul style="list-style-type: none">○ Check pressure gauge (if installed), check expiration date (if any).○ If considerably low weight, consider it unserviceable.• The number of serviceable extinguishers against the minimum number required, taking into consideration the applicable MEL references (if applicable). <p>Notes:</p> <ul style="list-style-type: none">○ <i>Often hand fire extinguishers (HFEs) in excess of those required may be U/S, however in such a case, check against the MEL to verify compliance with the applicable (M) and/or (O) procedures. If the latter MEL actions have not been applied, a finding should be raised using the "detection / reporting / assessment of significant technical defect" procedure (see the ramp inspection manual (RIM) content on the categorisation of findings). In no case serviceable HFEs should be less than the number required.</i>○ <i>It is not required for hand fire extinguishers to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the extinguishers. An extinguisher without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.</i>○ <i>Any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2018 shall be halon free. Any observation may result only in a CAT G remark.</i>				
				<p>Inspect:</p> <ul style="list-style-type: none">• If the number of serviceable extinguishers against the minimum number required by CAT.IDE.A.250, Table 1, or by the applicable MEL whichever is greater. <table><tr><td>MOPSC</td><td>Number of extinguishers</td></tr><tr><td>7-30</td><td>1</td></tr><tr><td>31-60</td><td>2</td></tr><tr><td>61-200</td><td>3</td></tr></table>	MOPSC	Number of extinguishers	7-30	1
MOPSC	Number of extinguishers							
7-30	1							
31-60	2							
61-200	3							



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			201-300	4	
			301-400	5	
			401-500	6	
			501-600	7	
			601 or more	8	

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B04-01	HFE not at indicated location	2	A6-I-6.2.2(b)(2) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.IDE.A.100(e) CAT.IDE.A.250 AMC1 CAT.IDE.A.250	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.205 AMC1 NCC.IDE.A.205 NCC.IDE.A.100(f)
B04-02	HFE not marked with the appropriate operating instructions	2	A6-I-6.2.2(b)(2) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CS 25.1561(a)	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3
B04-03	Insufficient number of serviceable HFE	3	A6-I-6.2.2(b)(2)	CAT.IDE.A.250	A6-II-2.4.2.2(b)	NCC.IDE.A.205
B04-04	HFE not correctly secured	3	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1 A8-VA-4.6.1	CAT.OP.MPA.230	A8-IIIA-4.1.7.1 A8-IIIB-4.6.1 A8-VA-4.6.1	NCC.OP.170(b)
B04-05	HFE not readily accessible	3	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.IDE.A.100(e) CS 25.1411(a)(b)	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.100(f)
B04-06	HFE not identified as such	2	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.IDE.A.100(e) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.100(f) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3
B04-07	HFE found not correctly secured but constrained within a dedicated and working latchable container	1	A6-I-6.2.2(b) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.OP.MPA.230 CS 25.1411(b)	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.OP.170(b)





B05 Life jackets / flotation devices

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect for:
				<ul style="list-style-type: none"> • Presence; • Access; and • Sufficient number and serviceability.
				Notes:
				<ul style="list-style-type: none"> ○ <i>It is not required for life jackets to have an expiration (or next check) date. Operators may employ various systems to monitor the condition of the life jackets. A life jacket or flotation device without a date does not necessarily constitute a finding. However, if the expiry date (or next inspection date) is overdue, consider it as unserviceable.</i> ○ <i>If neither the inbound nor the outbound flight or series of flights are over-water flights, then findings should not be raised for this inspection item.</i> ○ <i>In the case where spare life jackets have been found to be unserviceable, this should be reported as a CAT G remark.</i> ○ <i>Infant life jackets may be distributed to parents with children, both during boarding, or prior to landing on water in the likelihood of any ditching. In the case of aircraft operated according to EU regulation: Infant life jackets should be distributed to parents with children before take-off.</i>
				<ul style="list-style-type: none"> ○ <i>ICAO and EU regulation require the carriage of life jackets/flotation devices only for over-water flights at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching, as well as for seaplanes operated over water.</i>
				<ul style="list-style-type: none"> ○ <i>ICAO requires the carriage of life jackets/flotation devices only for extended flight over water (a flight operated over water at a distance of more than 50 NM or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing).</i>



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- *EU regulation requires the carriage of life jackets/flotation devices for over water flights at a distance of more than 50 NM from land or taking off or landing at an aerodrome or operating site where, in the opinion of the pilot in command, the take-off or approach path is so disposed over water that there would be a likelihood of a ditching.*

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B05-01	Life jackets / flotation devices not easily accessible and required for the type of flight	2	A6-I-6.5.1(a) A6-I-6.5.2 A8-IIIA-8.3 A8-VA-6.3 A8-IIIB-6.3	CAT.IDE.A.285(a)(b) CAT.IDE.A.100(e)	A6-II-2.4.4.1 A6-II-2.4.4.3 A6-II-3.6.3.4 A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.220(a)(b) NCC.IDE.A.100(f)
B05-02	Insufficient number of serviceable Life jackets / Flotation devices available and required for the type of flight	3	A6-I-6.5.1(a) A6-I-6.5.2 A8-IIIA-8.3 A8-VA-6.3 A8-IIIB-6.3	CAT.IDE.A.285(a)(b) CAT.IDE.A.100(e)	A6-II-2.4.4.1 A6-II-2.4.4.3 A6-II-3.6.3.4 A8-IIIA-8.3 A8-VA-6.3 A8-IIIB-6.3	NCC.IDE.A.220(a)(b) NCC.IDE.A.100(f)





B06 Seat belt and seat condition

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> The condition of seats and belts; The availability and condition of extension belts (if needed). <p>Note:</p> <ul style="list-style-type: none"> <i>The condition of seatbelts showing (some) frayed edges may quickly be out of service, check the applicable limitations.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B06-01	No extension belts available on board when necessary	3	A6-I-6.2.2(c)	CAT.IDE.A.205(a)	A6-II-2.4.2.2(c)	NCC.IDE.A.180(a)
B06-02	Passenger seats in poor condition	1	A6-I-6.2.2(c)	CAT.IDE.A.205(a)	A6-II-2.4.2.2(c)	NCC.IDE.A.180(a)
B06-03	Strap or buckle worn or damaged	1	A6-I-6.2.2(c)	CAT.IDE.A.205(a)	A6-II-2.4.2.2(c)	NCC.IDE.A.180(a)
B06-04	No serviceable seat belt available for each passenger on board	3	A6-I-6.2.2(c)	CAT.IDE.A.205(a)	A6-II-2.4.2.2(c)	NCC.IDE.A.180(a)
B06-05	Seat(s) unserviceable and not identified as such (outside dispatch limits/conditions)	3	A6-I-6.2.2(c)	CAT.IDE.A.205(a)	A6-II-2.4.2.2(c)	NCC.IDE.A.180(a)
B06-06	Seat(s)/berth(s) not certified to be installed on board of aircraft	3	A6-I-6.2.2(c)	CAT.IDE.A.205(a)(1) CAT.IDE.A.100(a)	A6-II-2.4.2.2(c)	NCC.IDE.A.180(a) NCC.IDE.A.100(a)(b)
B06-07	Baby berth(s) used without restraining belts	3	A6-I-6.2.2(c)	CAT.IDE.A.205(a)	A6-II-2.4.2.2(c)	NCC.IDE.A.180(a)



B07 Emergency exit, lighting / marking, independent portable light

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • Presence and condition of the emergency exit signs, lighting and marking; • Presence and condition of an escape path illumination system; • Presence and condition of the visual indication of the path to emergency exits in smoke filled cabins; • Presence of operating instructions on the emergency exits; • Appropriate independent portable lights are readily available at all crew member stations and their condition.
				<p>Notes:</p> <ul style="list-style-type: none"> ○ <i>Inspectors should be reminded that there is a difference between illuminated escape paths and a visual indication of the path to emergency exits in smoke filled cabins. Aeroplanes over 5 700 kg, for which application for certification was submitted before 13 June 1960, are not required to have an illumination of the escape path and exits. Aeroplanes over 5 700 kg, for which application for certification was submitted before 2 March 2004, are not required to have the visual indication of the path to emergency exits in smoke filled cabins. If an illuminated visual indication system is used, by means of low-mounted lights or the photoluminescent system, both requirements are met. Although the visual indication is not required by ICAO for most aircraft, the vast majority of aircraft is already equipped with such indications. Any defects of such means of indication should be governed by the MEL; the finding should make reference to the MEL.</i>
				<ul style="list-style-type: none"> ○ <i>If the proper functioning of an independent portable light is significantly affected as a result of weak batteries, consider it unserviceable.</i> ○ <i>If only personal independent portable lights are available, this should not be considered as a finding provided, they are readily available to the cabin crew from their normal positions. This should however be reported as a CAT G remark.</i>





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			<ul style="list-style-type: none"> Only aircraft operated at night require independent portable lights for the crew, this includes flights partially operating into the night. When inspecting daylight only flights, the absence or unserviceability of any independent portable light does not constitute a finding. This should however be reported as a CAT G remark.
			<ul style="list-style-type: none"> All flights, including those operating in daylight, shall require independent portable lights for the crew.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B07-01	Emergency exit sign(s) lens/cover missing or broken	1	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	Part 26.110(a) CS 26.110(a)-(e)	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4
B07-02	Serviceable independent portable lights not available for some of the required cabin crew members, as required for the type of operation	2	A6-I-6.10(f) A8-IIIA-8.3 A8-VA-6.3 A8-IIIB-6.3	CAT.IDE.A.115(a)(4)	A6-II-2.4.8(f) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.115(f) NCC.IDE.A.100(f)
B07-03	No Independent portable lights serviceable or readily available for all of the required cabin crew members, as required for type of operation	3	A6-I-6.10(f) A8-IIIA-8.3 A8-VA-6.3 A8-IIIB-6.3	CAT.IDE.A.115(a)(4)	A6-II-2.4.8(f) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.115(f) NCC.IDE.A.100(f)
B07-08	Cabin emergency exit light(s) out of order, including the associated external emergency lights (within dispatch limits/conditions)	1	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	Part 26.110(a) CS 26.110(a)-(e) CAT.GEN.MPA.105(a)(11) CAT.IDE.A.275(a)(b)(4)(5)	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4 NCC.GEN.106(a)(7)
B07-04	Cabin emergency exit light(s) out of order, including the associated external emergency lights (outside dispatch limits/conditions)	3	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	Part 26.110(a) CS 26.110(a)-(e) CAT.GEN.MPA.105(a)(11) CAT.IDE.A.275(a)(b)(4)(5)	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4 NCC.GEN.106(a)(7)





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B07-05	No means for illuminating the escape paths	3	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-IIIB-8.5	Part 26.120 CS 26.120 CAT.IDE.A.275	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-IIIB-8.5	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-IIIB-8.5
B07-06	System for visually indicating the escape path(s) unserviceable (outside dispatch limits/conditions)	3	M	M	M	M
B07-07	Emergency exit(s) not marked with the appropriate operating instructions	2	A8-IIIA-4.1.7 A8-IIIB-8.4 A8-VA-8.4	Part 26.110(a) CS 26.110(e)	A8-IIIA-4.1.7 A8-IIIB-8.4 A8-VA-8.4	A8-IIIA-4.1.7 A8-IIIB-8.4 A8-VA-8.4
B07-09	Emergency exit(s), lighting and marking unserviceable (outside dispatch limits/conditions)	3	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	Part 26.110(a) CS 26.110(a)-(e) CAT.GEN.MPA.105(a)(11) CAT.IDE.A.275(a)(b)(4)(5)	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4 NCC.GEN.106(a)(7)
B07-10	Number of passengers on board exceeds the maximum allowed in case of unserviceable emergency exit(s)	3	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	Part 26.110(a) CS 26.110(a)-(e) CAT.GEN.MPA.105(a)(11) CAT.IDE.A.275(a)(b)(4)(5)	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4	A8-IIIA-4.1.7 A8-IIIB-4.6 A8-VA-8.4 NCC.GEN.106(a)(7)





B08 Slides/Life Rafts (as required), ELT

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> For number and serviceability of slides/slide rafts/life rafts. The presence and type of ELT(s) and serviceability. If required ELT(s) transmit on 406 MHz and 121.5 MHz frequencies. The equipment for pyrotechnical distress signals (if required and easily accessible). <p>Notes:</p> <ul style="list-style-type: none"> Serviceability of the slides/slide rafts may be assessed by checking the pressure gauge (if installed) or, when available, by checking the expiry (or next inspection) date. If the expiry (or next inspection) date is overdue consider unserviceable and check against the aeroplane MEL (when applicable). ICAO and EU regulation require the carriage of flotation devices only for over-water flights. Evidence of ELT operating frequencies may be found on the ELT itself (if portable), the Aircraft Radio Station Licence (although there is no requirement for the frequencies to be listed there), or in the operations manual (on the list containing the emergency and survival equipment). If no evidence could be found only a CAT G remark should be raised. In case of additional ELTs not capable of simultaneously transmitting on 406 MHz and 121.5 MHz, it should be reported as a CAT G remark only.
				<ul style="list-style-type: none"> Aeroplanes shall be equipped with: <ul style="list-style-type: none"> Aeroplanes with an individual CofA first issued before 1 July 2008 and with a MOPSC of 19 or less shall be equipped with at least one ELT of any type or one aircraft localisation means meeting appropriate requirements (A6-I-6.18/CAT.GEN.MPA.210). Aeroplanes with an individual CofA first issued before 1 July 2008 and with a MOPSC of more than 19 need to be equipped with at least one automatic ELT or two ELTs of any type or one aircraft localisation means meeting appropriate requirements (A6-I-6.18/CAT.GEN.MPA.210). Aeroplanes with an individual CofA first issued after 1 July 2008 and with a MOPSC of 19 or less need to be equipped with at least one automatic ELT or one aircraft localisation means meeting appropriate requirements (A6-I-6.18/CAT.GEN.MPA.210).



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			<ul style="list-style-type: none"> ▪ Aeroplanes with an individual CofA first issued after 1 July 2008 and with a MOPSC of more than 19 need to be equipped with either two ELTs (one of which is automatic) or one ELTs and one aircraft localisation means meeting appropriate requirements (A6-I-6.18/CAT.GEN.MPA.210).
			<ul style="list-style-type: none"> ○ Aeroplanes shall be equipped with: <ul style="list-style-type: none"> ▪ An ELT of any type or an aircraft localisation means, when first issued with an individual CofA on or before 1 July 2008. ▪ An automatic ELT or an aircraft localisation means, when first issued with an individual CofA after 1 July 2008. ○ The pilot in command of an aeroplane operated at a distance away from land where an emergency landing is possible greater than that corresponding to 30 minutes at normal cruising speed or 50 NM, whichever is the lesser, shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching, based on which he/she shall determine the carriage of: <ul style="list-style-type: none"> ▪ Life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life-saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and ▪ Equipment for making the distress signals.
			<ul style="list-style-type: none"> ○ Where reference is made to "aeroplanes first issued with an individual CofA after...", this should be understood as the first certificate of airworthiness delivered to the aircraft after production.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B08-01	No equipment for making the pyrotechnical distress signals when required	2	A6-I-6.5.3.1(b)	CAT.IDE.A.305(a)	A6-II-2.4.4.3.2 A6-II-2.4.5 A6-II-3.6.3.4	NCC.IDE.A.230(a) NCC.IDE.A.220(d)





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B08-02	Insufficient number of serviceable slides/slide rafts	3	A8-IIIA-4.1.7 A8-IIIA-8.3 A8-IIIB-6.3 A8-IIIB-8.4 A8-VA-6.3 A8-VA-8.4	A8-IIIA-4.1.7 A8-IIIA-8.3 A8-IIIB-6.3 A8-IIIB-8.4 A8-VA-6.3 A8-VA-8.4 CAT.IDE.A.285(d)(e)	A8-IIIA-4.1.7 A8-IIIA-8.3 A8-IIIB-6.3 A8-IIIB-8.4 A8-VA-6.3 A8-VA-8.4	A8-IIIA-4.1.7 A8-IIIA-8.3 A8-IIIB-6.3 A8-IIIB-8.4 A8-VA-6.3 A8-VA-8.4 NCC.IDE.A.220(d)(2)
B08-03	Insufficient number of serviceable life rafts when required	3	A6-I-6.5.3.1(a)	CAT.IDE.A.285(d)(e)	A6-II-2.4.4.3.2 A6-II-3.6.3.4	NCC.IDE.A.220(d)
B08-04	Insufficient number of compliant ELTs (outside dispatch limits/conditions)	3	A6-I-6.17.2 A6-I-6.17.3 A6-I-6.17.4 A6-I-6.17.5	CAT.IDE.A.280 CAT.IDE.A.285(d)(e) CAT.IDE.A.305(a)	A6-II-2.4.12	NCC.IDE.A.215 NCC.IDE.A.230
B08-05	ELT(s) not capable of simultaneously transmitting on 406 MHz and 121.5 MHz	3	A6-I-6.17.6 A10-III-II-5.1.4	CAT.IDE.A.280(c) CAT.IDE.A.285(d)(e) CAT.IDE.A.305(a)	A6-II-2.4.12.4 A10-III-II-5.1.4	NCC.IDE.A.215 NCC.IDE.A.230(a)
B08-06	No automatic ELT available when required, or alternatively, an automatic system for the location of an aircraft in distress	3	A6-I-6.17.2 A6-I-6.17.3 A6-I-6.17.5 A6-I-6.18	CAT.IDE.A.280	A6-II-2.4.12.3	NCC.IDE.A.215(a)(2)
B08-07	Survival equipment/portable ELT not available or not at indicated location	3	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.IDE.A.280 CAT.IDE.A.285(d)(e) CAT.IDE.A.305(a)	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.215 NCC.IDE.A.230
B08-08	Survival equipment/portable ELT not identified as such	2	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.IDE.A.100(e) CS 25.1561	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.IDE.A.100(f) A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3





B09 Oxygen supply (cabin crew and passengers)

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<div>Inspect:</div> <ul style="list-style-type: none">The cabin oxygen quantity (pressure gauge or electronic display) when stored oxygen is used;The number / serviceability of oxygen dispensing units or oxygen masks (if applicable and possible); andIf oxygen equipment (bottles and masks) is stowed at the indicated location. <div>Notes:</div> <ul style="list-style-type: none"><i>If the oxygen masks and bottle fittings are not compatible, consider the oxygen mask as unserviceable.</i><i>Approximate altitude in the Standard Atmosphere corresponding to the value of absolute pressure used in this text is as follows:</i> <table><tr><th colspan="4">Absolute pressure</th><th rowspan="2">Metres</th><th rowspan="2">Feet</th></tr><tr><th>hPa</th><th>mBar</th><th>Mm Hg</th><th>PSI</th></tr><tr><td>700</td><td>700</td><td>525.043178</td><td>10.152642</td><td>3000</td><td>10000</td></tr><tr><td>620</td><td>620</td><td>465.038243</td><td>8.99234</td><td>4000</td><td>13000</td></tr><tr><td>376</td><td>376</td><td>282.023193</td><td>5.453419</td><td>7600</td><td>25000</td></tr></table>	Absolute pressure				Metres	Feet	hPa	mBar	Mm Hg	PSI	700	700	525.043178	10.152642	3000	10000	620	620	465.038243	8.99234	4000	13000	376	376	282.023193	5.453419	7600	25000
Absolute pressure				Metres	Feet																											
hPa	mBar	Mm Hg	PSI																													
700	700	525.043178	10.152642	3000	10000																											
620	620	465.038243	8.99234	4000	13000																											
376	376	282.023193	5.453419	7600	25000																											
				<div>Inspect the:</div> <ul style="list-style-type: none">PBE (Protective Breathing Equipment):<ul style="list-style-type: none">Availability.Stored at the indicated location.Adequately marked with its operating instructions.Serviceability.In minimum required number (against MEL, when applicable).																												



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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B09-01	Protective breathing equipment (PBE) not available or not at the required location	2	A6-I-4.3.9.1 A6-I-6.7.1 A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.IDE.A.245(a)(2) CAT.IDE.A.245(c)	Not applicable	Not applicable
B09-02	Oxygen equipment not readily accessible or not at indicated location and required for the type of flight	2	A6-I-4.3.9.1 A6-I-6.7.1 A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CAT.OP.MPA.285 CAT.IDE.A.100(e) CAT.IDE.A.230 CAT.IDE.A.235(b)(2)(3) CS 25.1561	A6-II-2.2.3.8 A6-II-2.4.6 A6-II-3.4.3.9 A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	NCC.OP.210 NCC.IDE.A.100(f) NCC.IDE.A.195 NCC.IDE.A.200
B09-03	Aeroplane not equipped with an automatic deployable oxygen system (individual CofA issued on or after 9 November 1998) and flight planned above FL 250	3	A6-I-6.7.5	CAT.IDE.A.235(a)-(e)	Not applicable	Not applicable
B09-04	Insufficient number of required serviceable automatic deployable oxygen dispensing units - individual CofA issued on or after 9 November 1998 (outside dispatch limits/conditions)	3	A6-I-6.7.5	CAT.IDE.A.235(a)-(e)	Not applicable	Not applicable
B09-05	Oxygen equipment not adequately marked with its operating instructions	2	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	CS 25.1561	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3	A8-IIIA-8.3 A8-IIIB-6.3 A8-VA-6.3
B09-06	Insufficient oxygen quantity and/or serviceable oxygen masks required for the type of flight	3	A6-I-4.3.9.1 A6-I-4.3.9.2 A6-I-6.7.1 A6-I-6.7.2	CAT.OP.MPA.285 CAT.IDE.A.230 CAT.IDE.A.235(a)-(e)	A6-II-2.2.3.8 A6-II-2.4.6 A6-II-3.4.3.9 A6-II-3.6.3.5	NCC.OP.210 NCC.IDE.A.195 NCC.IDE.A.200
B09-07	Insufficient oxygen (quantity and/or dispensing units) for all cabin crew and 10% of passengers (and required for the type of flight) – non-pressurized flight between FL 100 and FL 130, in excess of 30 min	3	A6-I-4.3.9.1 A6-I-6.7.1	CAT.IDE.A.240	A6-II-2.2.3.8 A6-II-2.4.6 A6-II-3.6.3.5	NCC.IDE.A.200





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B09-08	Automatic oxygen deploying system unserviceable (damaged/taped drop-out panels) outside dispatch limits/conditions	3	A6-I-6.7.5	CAT.IDE.A.235(c)	A6-II-2.2.3.8 A6-II-2.4.6 A6-II-3.4.3.9 A6-II-3.6.3.5	NCC.GEN.106(a)(7)
B09-09	Oxygen dispensing equipment unserviceable (low pressure, clearly overdue, damaged) and not identified as such and required for the type of flight	3	A6-I-4.3.9.1 A6-I-6.7.1	CAT.OP.MPA.285 CAT.IDE.A.230 CAT.IDE.A.235(a)-(e)	A6-II-2.2.2.3 A6-II-2.2.3.8 A6-II-2.4.6 A6-II-3.4.3.9 A6-II-3.6.3.5	NCC.OP.210 NCC.IDE.A.195 NCC.IDE.A.200
B09-10	Oxygen bottles not correctly secured	3	A6-I-4.3.1(e)	CAT.OP.MPA.230(b)	A6-II-2.2.3.1(e)	NCC.OP.170(b)





B10 Safety instructions

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect:
				<ul style="list-style-type: none"> The accuracy of the passenger emergency briefing cards and sufficient available numbers, or any alternative method to convey the required information; The information given to the passengers concerning: location of life vest, oxygen equipment, access doors; Serviceability of the “Fasten seat belt” and “Return to seat” (lavatories) signs, if installed (when unserviceable check against MEL provisions if applicable).
				<p>Notes:</p> <ul style="list-style-type: none"> ICAO and EU regulation require that certain safety relevant information is conveyed to the passengers. The method used may be determined by the operator (briefing card, oral briefing, video demonstration, passenger training programme or a combination of these methods). If passenger emergency briefing cards are on board, it may be acceptable to have some passenger emergency briefing cards less than the number of passengers on board, as long as each occupied seat row has such cards and each passenger has them within reach.
				<ul style="list-style-type: none"> In addition, passenger emergency briefing cards are to be provided with picture-type instructions and have to be in a sufficient number on-board.
				<ul style="list-style-type: none"> Inspectors must be aware that passenger emergency briefing cards may not always be on board or may not always contain all relevant safety information, and this may not constitute a finding unless evidence is available that not all relevant information is conveyed.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B10-01	Insufficient passenger emergency briefing cards for all passengers on board	1	A6-I-4.2.12.1 A6-I-6.2.2(d)	CAT.GEN.MPA.105(a)(7) CAT.OP.MPA.170	Not applicable	Not applicable





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B10-02	Passenger emergency briefing cards in poor condition	1	A6-I-4.2.12.1 A6-I-6.2.2(d)	CAT.GEN.MPA.105(a)(7) CAT.OP.MPA.170	A6-II-3.4.2.9 A6-II-3.6.2.1(e)	NCC.OP.140(a)
B10-03	Passenger emergency briefing cards contain inaccurate information	2	A6-I-4.2.12.1 A6-I-6.2.2(d)	CAT.GEN.MPA.105(a)(7) CAT.OP.MPA.170	A6-II-3.4.2.9 A6-II-3.6.2.1(e)	NCC.OP.140(a)
B10-04	'Fasten seat belt' sign(s) unserviceable	2	A6-I-4.2.12.1 A6-I-6.2.2(d)	CAT.IDE.A.210	A6-II-2.2.2.3 A6-II-3.4.2.9 A6-II-3.6.2.1(e)	NCC.IDE.A.185
B10-05	'Return to Seat' sign(s) in lavatory unserviceable (outside dispatch limits/conditions)	3	A6-I-4.2.12.1 A6-I-6.2.2(d)	CAT.IDE.A.210	A6-II-2.2.2.3 A6-II-3.4.2.9 A6-II-3.6.2.1(e)	NCC.IDE.A.185
B10-06	No passenger emergency briefing cards on board	3	A6-I-4.2.12.1 A6-I-6.2.2(d)	CAT.GEN.MPA.105(a)(7) CAT.OP.MPA.170	Not applicable	Not applicable
B10-07	Passenger emergency briefing cards not for the correct aircraft type and/or configuration		A6-I-4.2.12.1 A6-I-6.2.2(d)	CAT.GEN.MPA.105(a)(7) CAT.OP.MPA.170	A6-II-2.2.2.3 A6-II-3.4.2.9 A6-II-3.6.2.1(e)	NCC.OP.140(a)
B10-08	No passenger emergency briefing cards on board and no alternative way to convey the required information	3	Not applicable	Not applicable	A6-II-3.4.2.9 A6-II-3.6.2.1(e)	NCC.OP.140(a)





B11 Cabin crew members

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect if:</p> <ul style="list-style-type: none"> Cabin crew composition meets the minimum crew requirements (available in the operations manual). Cabin crew members are familiar with the cabin emergency procedures and the location and/or operation of the emergency equipment. Cabin crew members are in compliance with the flight and duty time rules contained within the operations manual when circumstances dictate (e.g. aircraft undergoes significant delay). <p>Notes:</p> <ul style="list-style-type: none"> Cabin crew member is not always being required to be on board. Service personnel might be on board without being considered as cabin crew members. Cabin crew members might be required to hold an appropriate attestation, the list of qualifications and the training records; however, there is no requirement to carry such documents.
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B11-01	Cabin crew member(s) not familiar with the cabin emergency procedures	2	A6-I-12.1	Regulation (EU) 2018/1139, Annex IV, 4.1 ORO.AOC.135(b)(2) ORO.CC.110(a)(3)	A6-II-3.12.4.1	Regulation (EU) 2018/1139, Annex IV, 4.1 ORO.CC.110(a)(3)
B11-02	Cabin crew not familiar with the location and/or operation of emergency equipment	2	A6-I-12.1	Regulation (EU) 2018/1139, Annex IV, 4.1 ORO.AOC.135(b)(2)	A6-II-3.12.4.1	Regulation (EU) 2018/1139, Annex IV, 4.1 ORO.CC.110(a)(3)
B11-03	Insufficient number of cabin crew members	3	A6-I-12.1	Regulation (EU) 2018/1139, Annex V, 7.1 ORO.CC.100	A6-II-3.12.1	ORO.CC.100





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B11-07	Cabin crew member not in compliance with the flight and duty time rules	3	A6-I-4.10.2 A6-I-Appendix 2, 2	CAT.GEN.MPA.100(b)(4) ORO.MLR.100(a)(b)	A6-II-3.4.2.8 A6-II-3.4.2.2	ORO.MLR.100(a)(b) AMC2 ORO.MLR.100 (f)





B12 Access to emergency exits

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect the:
				<ul style="list-style-type: none"> Floor/carpets/panels condition; Access to emergency exits not impeded by baggage/seats/tables; and
				<ul style="list-style-type: none"> Provisions about occupancy of seats by overwing exit are in place and complied with.
				<p>Notes:</p> <ul style="list-style-type: none"> Certain types of emergency exits may be oversized. Having seat rows next to such an exit, might not necessarily constitute a finding. As long as the remaining projected opening meets the minimum dimensions required for certification, no finding should be raised. The row of seats ahead an emergency exit must not recline, however the row adjacent to the exit (namely the 'exit row') might recline, provided that no further emergency exit is immediately behind. If the condition of the tray table latch is such that it fails to maintain the table in its upright position when it is subject to deceleration forces or shock loads, it should be raised as a finding. However, the categorisation depends on the location of the table concerned (adjacent to an emergency exit or not). Depending on the certification standards, certain aircraft types may have special table latches (one-way or recessed locks on tray table latches) near the emergency exits which should prevent inadvertent release of the tables during the evacuation of the aircraft. Only for those aircraft the absence of the special latches should be considered as a finding. Inspectors should therefore be particularly cautious while identifying such findings. Depending on the certification standards, it may be possible for certain type of aircraft to have a reclining seat located directly near the emergency exit as long as the reclining does not block the exit. No finding should be raised in this case.





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B12-01	Floor/carpet in poor condition affecting the rapid evacuation	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4 A8-VA-8.4	CS 25.803 CS 23.2315 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4 A8-VA-8.4	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4 A8-VA-8.4
B12-02	Damaged wall panel or cabin crew seat lower stowage container access door latches not secure or unserviceable in the vicinity of emergency exit, possibly obstructing the exit	2	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	CS 23.2315 CS 25.803 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)
B12-03	Not-recessed tray table latch can be opened in the direction of evacuation (no one-way lock)	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	CS 25.813(c) CS 23.2315 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)
B12-04	Not-recessed tray table latch can be opened in the direction of evacuation (for retrofitted aircraft)	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	CS 25.803 CS 25.813(c) CS 23.2315 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)
B12-05	Access to emergency exits impeded by baggage or cargo	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d) A6-I-4.3.1(e)	CS 25.803 CAT.OP.MPA.230 AMC1 CAT.OP.MPA.160 (f)(g) CS 23.2315	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.135 NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)
B12-06	Access to emergency exits impeded by seats (total rows)	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	CS 25.803 CS 25.813(c) CS 23.2315 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B12-07	Cabin crew seat does not retract automatically impeding the access to emergency exit	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	CS 25.803 CS 25.813(c) CS 23.2315 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)
B12-08	Access to emergency exits impeded by seats (oversized seat cushions)	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	CS 25.803 CS 25.813(c) CS 23.2315 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)
B12-09	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats not adjacent to emergency exits)	1	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	CS 25.803 CS 25.813(c) CS 23.2315 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)
B12-10	Tray table locks fail to maintain the tables in upright position in case of deceleration, shocks (for seats adjacent to emergency exits)	3	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	CS 25.803 CS 25.813(c) CS 23.2315 CAT.OP.MPA.230	A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)	NCC.OP.170 A8-IIIA-4.1.7.2 A8-IIIB-8.4(d) A8-VA-8.4(d)
B12-11	Seats which have a direct access to emergency exits occupied by passengers who might hinder evacuation	3	Not applicable	CAT.OP.MPA.165 AMC1 CAT.OP.MPA.165 (b)(c)	Not applicable	NCC.OP.165(a)
B12-12	Seat rows with direct access to emergency exits left unoccupied (and not staffed by cabin attendant)	3	Not applicable	CAT.OP.MPA.165 AMC1 CAT.OP.MPA.165 (a)	Not applicable	Not applicable





B13 Stowage of passenger's baggage

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect the:</p> <ul style="list-style-type: none"> Stowage of baggage (including heavy and oversized baggage); and Condition of the overhead bins.
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B13-01	Hard or heavy baggage stored in open hat-racks	3	A6-I-4.8	CAT.OP.MPA.160 CAT.OP.MPA.230(b)	A6-II-2.2.6 A6-II-3.4.6	NCC.OP.135 NCC.OP.170
B13-02	Baggage stowed in unserviceable overhead bins	3	A6-I-4.8	CAT.OP.MPA.160 CAT.OP.MPA.230(b)	A6-II-2.2.6 A6-II-3.4.6	NCC.OP.135 NCC.OP.170
B13-03	Oversized baggage transported in the cabin not adequately secured	3	A6-I-4.8	CAT.OP.MPA.160 CAT.OP.MPA.230(b)	A6-II-2.2.6 A6-II-3.4.6	NCC.OP.135 NCC.OP.170
B13-04	Baggage not stowed securely	3	A6-I-4.8	CAT.OP.MPA.160 CAT.OP.MPA.230(b)	A6-II-2.2.6 A6-II-3.4.6	NCC.OP.135 NCC.OP.170
B13-05	Overhead bins loaded in excess of the placard weight limitation	3	A6-I-4.8	CAT.OP.MPA.160 CAT.OP.MPA.230(b)	A6-II-2.2.6 A6-II-3.4.6	NCC.OP.135 NCC.OP.170





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B14 Seat capacity

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect the:</p> <ul style="list-style-type: none"> Number of available seats for all passengers. <p>Note:</p> <ul style="list-style-type: none"> <i>Seats with adults and infants, be aware of maximum age for the infant to sit on the adults lap.</i> <i>Infant extension belt and/or life vest when applicable.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
B14-01	Passengers on board in excess of the number of available seats	3	A6-I-6.2.2(c)(1)	CAT.IDE.A.205(a)	A6-II-2.4.2.2(c)	NCC.IDE.A.180(a)





C01 General external condition

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • Corrosion; • Presence of ice, snow, frost; • Legibility of markings; • Loose or missing fasteners and rivets; • Missing or damaged bonding wires; • Presence and condition of the antennas; • Presence and condition of the static dischargers; • Condition and functionality of the exterior lighting; • Condition of the pressure ports (static ports and pitot tubes) and the RVSM areas (if any).
				<p>Notes:</p> <ul style="list-style-type: none"> ○ <i>Although missing underwing registrations are a non-compliance with international requirements, the safety relevance is considered low. Therefore, such non-compliance should be recorded as a CAT G remark only.</i> ○ <i>ICAO/EASA does not require that break-in points need to be marked (however, if such markings are being used, they should be according to a certain "format").</i> ○ <i>Markings may be in languages other than English.</i> ○ <i>The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix and for finding categorisation related to markings and placards there is another specific table both provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i> ○ <i>Before raising a finding on inoperative light(s), the inspector should make sure that the affected light(s) are required for the type of flight (according to the MEL, if available). Unserviceable light(s), not required for the type of flight, should be reported as a CAT G remark only.</i>





- The inspector checking the outside should be aware to inspect the exterior emergency lights despite these are part of the cabin check under B07.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C01-01	Markings and/or placards missing or unreadable	1	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
C01-02	Break-in point markings (if applied) faded or incorrectly marked	2	A6-I-6.2.4.1	CAT.IDE.A.260	A6-II-2.4.2.6	NCC.IDE.A.210
C01-03	Paint damage with exposed composite (outside dispatch limits/conditions)	3	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C01-04	Poor condition of de-icing system	2	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C01-06	Significant corrosion	1	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C01-07	Major corrosion (outside dispatch limits/conditions)	3	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C01-08	Required aircraft lighting unserviceable (outside dispatch limits/conditions) or not displayed	3	A6-I-6.10 SERA.3215 A6-I-6.1.3	CAT.IDE.A.275(a)(b)(4)(5) SERA.3215	A6-II-2.4.8(b)(c) SERA.3215 A6-II-3.6.1.1	NCC.IDE.A.115 SERA.3215
C01-10	Static discharger(s) missing or damaged outside dispatch limits/conditions	3	M	M	M	M





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C01-11	Antenna(s) missing or damaged outside dispatch limits/conditions	3	M	M	M	M
C01-12	Pressure port (and/or RVSM area) damaged or blocked (outside dispatch limits/conditions)	3	M	M	M	M
C01-13	Tail skid wear outside dispatch limits/conditions	3	M	M	M	M
C01-16	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C01-17	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C01-18	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M
C01-19	Bonding wires broken or missing with minor impact influence on flight safety	1	M	M	M	M
C01-20	Bonding wires broken or missing with significant impact influence on flight safety	2	M	M	M	M
C01-21	Bonding wires broken or missing with major influence on safety	3	M	M	M	M
C01-22	Markings and/or placards providing misleading information	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2





C02 Doors and hatches

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • Condition of doors, hatches and associated seals; • Presence and condition of bonding wires; • Loose or missing fasteners and rivets; and • Door external markings, operation instructions. <p>Notes:</p> <ul style="list-style-type: none"> ○ Only those doors which can be opened from the outside need external markings. ○ Markings may be in languages other than English. ○ The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix and for finding categorisation related to markings and placards there is another specific table both provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C02-02	Door handle(s), lever(s), access panel(s) not flush	2	M	M	M	M
C02-03	Door operation instructions missing or unreadable	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 23.2340 Part 26.110(b) CS 26.110(f)	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
C02-04	Cargo door lock inspection glasses blind and no other means to verify locking position(s)	3	M	M	M	M
C02-05	Door seal damaged outside dispatch limits/conditions	3	M	M	M	M
C02-06	Door(s) unserviceable outside dispatch limits/conditions	3	M	M	M	M





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C02-07	Bonding wires broken or missing with minor impact influence on flight safety	1	M	M	M	M
C02-08	Bonding wires broken or missing with significant impact influence on flight safety	2	M	M	M	M
C02-09	Bonding wires broken or missing with major impact influence on flight safety	3	M	M	M	M
C02-10	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C02-11	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C02-12	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M
C02-13	Cargo door open/locked indicator light unserviceable	1	M	M	M	M





C03 Flight controls

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> • The external flight controls; • For hydraulic leakage; • For presence and condition of the static dischargers; • For presence and condition of bonding wires; and • For loose or missing fasteners and rivets. <p>Note:</p> <ul style="list-style-type: none"> ○ <i>The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment decision matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C03-02	Hydraulic leak outside dispatch limits/conditions	3	M	M	M	M
C03-03	Static discharger(s) missing (outside dispatch limits/conditions)	3	M	M	M	M
C03-04	Flight controls unserviceable	3	A8-II-3.5 A8-II-3.6	CAT.OP.MPA.175(b)(1)	A8-II-3.5 A8-II-3.6	NCC.GEN.106(a)(4)
C03-06	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C03-07	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C03-08	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C03-09	Bonding wires broken or missing with minor impact influence on flight safety	1	M	M	M	M
C03-10	Bonding wires broken or missing with significant impact influence on flight safety	2	M	M	M	M
C03-11	Bonding wires broken or missing with major impact influence on flight safety	3	M	M	M	M





C04 Wheels, tyres and brakes

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> The wheels and tyres for damage and wear; When possible, for correct tyre pressure; Brake system; and The landing gear snubbers. <p>Note:</p> <ul style="list-style-type: none"> Some aircraft manufacturers may approve a certain number of flights with tires or brakes worn out or damaged beyond AMM limits.
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C04-01	Brake wear indicator pin(s) missing (at least one pin remaining) and not recorded	1	M	M	M	M
C04-02	Tyre inflation valve(s) cap missing	G	M	M	M	M
C04-03	Brake assembly bleed valve dust cap(s) missing	G	M	M	M	M
C04-04	Brake(s) unserviceable and not recorded	3	M	M	M	M
C04-05	Damaged or missing parts outside limits (i.e. bolts, heat sensors) and not recorded	3	M	M	M	M
C04-06	Leaking hydraulic braking system (outside dispatch limits/conditions)	3	M	M	M	M
C04-07	Nose landing gear wheel snubbers worn outside dispatch limits/conditions	3	M	M	M	M
C04-08	Tyre pressure obviously outside dispatch limits/conditions	3	M	M	M	M
C04-09	Tyre(s) unserviceable (worn or damaged) and not recorded	3	M	M	M	M





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C04-10	Rim damaged outside dispatch limits/conditions	3	M	M	M	M





C05 Undercarriage, skids / floats

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> The condition, lubrication, corrosion, leaks, damage and inappropriate strut extension; For presence and legibility of inspection markings/placards; The skids/floats for obvious damages; and For presence and condition of the water/debris deflectors (if required to be installed). <p>Notes:</p> <ul style="list-style-type: none"> Markings may be in languages other than English. The finding categorisation related to bonding wires has to be done by the inspector in accordance with the assessment decision matrix and for finding categorisation related to markings and placards there is another specific table both provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C05-01	Markings and/or placards missing or unreadable	1	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
C05-02	Safety lock pin(s) missing or defective	1	M	M	M	M
C05-03	Gear strut valve cap(s) missing	G	M	M	M	M
C05-04	Water/debris deflectors damaged or missing outside dispatch limits/conditions	3	M	M	M	M
C05-05	Lines, hoses electrical wiring chafed	2	M	M	M	M
C05-07	Significant corrosion	1	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C05-08	Major corrosion (outside dispatch limits/conditions)	3	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C05-09	Seepage/leakage outside dispatch limits/conditions	3	M	M	M	M
C05-10	Strut pressure outside dispatch limits/conditions	3	M	M	M	M
C05-11	Markings and/or placards providing misleading information	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
C05-12	Bonding wires broken or missing with minor impact influence on flight safety	1	M	M	M	M
C05-13	Bonding wires broken or missing with significant impact influence on flight safety	2	M	M	M	M
C05-14	Bonding wires broken or missing with major influence on safety	3	M	M	M	M





C06 Wheel well

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • Damage; • Lubrication, leakage & corrosion and wear on door fittings and hinges; • Loose or missing fasteners and rivets; and • Presence and condition of bonding wires. <p>Note:</p> <ul style="list-style-type: none"> ○ <i>The finding categorisation related to bonding wires, missing fasteners or rivets has to be done by the inspector in accordance with the assessment matrix provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i> ○ <i>When it is very difficult to inspect due to very dirty and unclean surfaces, a CAT G remark may be made.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C06-01	Landing gear door(s) damaged outside dispatch limits/conditions	3	M	M	M	M
C06-02	Obvious lack of lubrication of hinge(s), actuator(s)	2	M	M	M	M
C06-04	Significant corrosion	1	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C06-05	Major corrosion (outside dispatch limits/conditions)	3	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	CS 25.609	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5	A8-IIIA-4.1.4 A8-IIIB-4.1.5 A8-VA-4.1.5
C06-06	Landing gear emergency spring lock(s) broken/unserviceable	3	M	M	M	M





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C06-07	Seepage/leakage outside dispatch limits/conditions	3	M	M	M	M
C06-08	Bonding wires broken or missing with minor impact influence on flight safety	1	M	M	M	M
C06-09	Bonding wires broken or missing with significant impact influence on flight safety	2	M	M	M	M
C06-10	Bonding wires broken or missing with major impact influence on flight safety	3	M	M	M	M
C06-11	Loose and/or missing fastener on secondary structure with minor influence on safety	1	M	M	M	M
C06-12	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C06-13	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M





C07 Power plant and Pylon

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> • Dents; • Loose/missing fasteners and rivets; • Obvious damage to sensors; • Cracks; • Panels if they are aligned and handles are flush; • Unusual damage and leaks; • Condition of the thrust reverser; • Condition of the Intake acoustic liners; and • Presence and legibility of the markings and placards. <p>Note:</p> <ul style="list-style-type: none"> ○ <i>The finding categorisation related to missing fasteners or rivets has to be done by the inspector in accordance with the assessment matrix and for finding categorisation related to markings and placards there is another specific table both provided in the introduction section. The use of manufacturer data to evaluate the applicable dispatch conditions is under the responsibility of the operator.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C07-01	Markings and/or placards missing or unreadable	1	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
C07-03	Significant damage in the intake and exhaust area	2	M	M	M	M
C07-04	Damage (dents, nicks, cracks) outside dispatch limits/conditions	3	M	M	M	M





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C07-05	Intake acoustic liners damaged outside dispatch limits/conditions	3	M	M	M	M
C07-06	Leakage (oil, fuel, hydraulics) outside dispatch limits/conditions	3	M	M	M	M
C07-07	Panels/fairings/cowlings/handles misaligned or not flush outside dispatch limits/conditions	3	M	M	M	M
C07-09	Thrust reverser/blocker doors not fully stowed	3	M	M	M	M
C07-10	Loose and/or missing fastener with minor influence on safety	1	M	M	M	M
C07-11	Loose and/or missing fastener on secondary structure with significant influence on safety	2	M	M	M	M
C07-12	Loose and/or missing fastener on secondary or primary structure elements with major influence on safety	3	M	M	M	M
C07-13	Markings and/or placards providing misleading information	2	A8-III A-9.6.2 A8-III B-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-III A-9.6.2 A8-III B-7.6.2 A8-VA-7.6.2	A8-III A-9.6.2 A8-III B-7.6.2 A8-VA-7.6.2





C08 Fan blades, propellers, rotors (main & tail)

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect: <ul style="list-style-type: none"> • For FOD damage, cracks, cuts, corrosion, erosion, etc; • The LPT/LPC blades and IGV/OGV (where visible); • For corrosion, looseness of blades in hub, stone damage, etc; and • The de-icing boots for damage (where fitted).
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C08-01	Fan blade(s), LPC and LPT, IGV/OGV damaged outside dispatch limits/conditions	3	M	M	M	M
C08-02	Propeller de-icing system unserviceable (outside dispatch limits/conditions)	3	M	M	M	M
C08-03	Propeller(s) damaged outside dispatch limits/conditions	3	M	M	M	M





C09 Obvious repairs

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> Repairs of unusual design or poorly performed. <p>Note:</p> <ul style="list-style-type: none"> <i>There is no obligation to keep information on board regarding temporary repairs (e.g. on the dent & buckle chart). The flight crew might not be aware of the status of temporary repairs as it could be under the control of the maintenance organisation.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C09-01	Previous repair in poor condition	2	M	M	M	M
C09-02	Repairs obviously not carried out in accordance with the applicable AMM/SRM	3	M	M	M	M





C10 Obvious un-repaired damage

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect: <ul style="list-style-type: none"> For un-assessed and un-recorded damage including corrosion, lightning strike damage, bird strikes etc; and If any damage is observed, assessed and possibly recorded on a damage chart/buckle & dent chart.
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C10-01	Structural damage affecting the airworthiness of the aircraft	3	M	M	M	M





C11 Leakage

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect for:</p> <ul style="list-style-type: none"> Fuel leaks; Hydraulic leaks; and Toilet liquid leaks (blue ice, if applicable). <p>Note:</p> <ul style="list-style-type: none"> Leakages identified when inspecting C03, C04, C05, C06 and C07 should be reported as findings under those inspection items.
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
C11-01	Leakage outside dispatch limits/conditions	3	M	M	M	M
C11-02	Servicing doors/panels, drains blocked by ice or other debris	3	M	M	M	M





D01 General condition of cargo compartment

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	Inspect:
				<ul style="list-style-type: none"> The general condition of cargo compartment; The lighting, fire protection, detection & extinguishing system (if appropriate); The side wall and overhead (blow-out) panels, smoke detectors, smoke barrier/curtain; and For the presence and condition of cargo barrier/dividing nets.

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
D01-01	Minor defects with limited effect on safety	1	M	M	M	M
D01-02	Equipment installations obviously not in compliance with applicable requirements	2	A8-IIIA-1.4 A8-IIIA-1.5 A8-IIIB-1.4 A8-IIIB-1.5 A8-VA-1.3 A8-VA-1.4	CAT.IDE.A.100 M.A.501	A8-IIIA-1.4 A8-IIIA-1.5 A8-IIIB-1.4 A8-IIIB-1.5 A8-VA-1.3 A8-VA-1.4	NCC.IDE.A.100
D01-03	Markings and/or placards missing or unreadable	1	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340 CS 23.2605	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2
D01-04	Cargo bay smoke detection test fail or outside dispatch limits/conditions	3	M	CS 25.858	M	M
D01-05	Blow-out panels pushed, damaged or missing (outside dispatch limits/conditions)	3	A8-II-3.5 A8-II-3.6	CAT.OP.MPA.175(b)(1) CS 25.858	A8-II-3.5 A8-II-3.6	NCC.GEN.106(a)(4)
D01-06	Damage to panelling and/or lining outside limits	3	M	M	M	M
D01-07	Unserviceable fire extinguishing system and the affected cargo compartment is used	3	A8-II-3.5 A8-II-3.6	CAT.OP.MPA.175(b)(1)	A8-II-3.5 A8-II-3.6	NCC.GEN.106(a)(4)





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
D01-08	Floor locks unserviceable outside dispatch limits/conditions (with cargo)	3	M	M	M	M
D01-09	No or unserviceable required barrier net	3	M	M	M	M
D01-10	No smoke barrier/curtain (if applicable)	3	A8-IIIA-4.1.6(i) A8-IIIB-4.2(i)	A8-IIIA-4.1.6(i) A8-IIIB-4.2(i)	A8-IIIA-4.1.6(i) A8-IIIB-4.2(i)	A8-IIIA-4.1.6(i) A8-IIIB-4.2(i)
D01-11	Structural or floor damage outside dispatch limits/conditions	3	A8-II-3.5 A8-II-3.6	CAT.OP.MPA.175(b)(1)	A8-II-3.5 A8-II-3.6	NCC.GEN.106(a)(4)
D01-12	Cargo compartment(s) not equipped with fire suppression systems	3	A8-IIIA-4.1.6(g) A8-IIIB-4.2(g)	CS 25.856(a) CS 25.858 CS 23.2325	A8-IIIA-4.1.6(g) A8-IIIB-4.2(g)	A8-IIIA-4.1.6(g) A8-IIIB-4.2(g)
D01-13	Cargo compartment lighting damaged outside dispatch limits/conditions	3	M	M	M	M
D01-14	Markings and/or placards providing misleading information	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340 CS 23.2605	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2





D02 Dangerous goods

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> In case of dangerous goods (DG) are on board, that the pilot in command has received appropriate notification; That the operations manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air); <ul style="list-style-type: none"> <i>If a finding is raised on this point, report it under A04 – Manuals.</i> That Technical Instructions as per ICAO Doc. 9284 – edition in force - are applied. The following subjects, in particular, could be checked to assess the compliance with the ICAO Doc 9284: stowage, packaging, labelling, securing, and segregation; That Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284); That any DG contamination has been removed; and When required, the crew has access to the cargo area in case of transportation of CAO (Cargo Aircraft Only) goods. <p>Notes:</p> <ul style="list-style-type: none"> <i>Where there is suspicion of cabin luggage being diverted to the cargo hold, check which procedure or risk assessment was done to prevent transportation in the cargo hold of Dangerous Good authorised only as carry-on luggage (e.g.: lithium batteries).</i> <i>If the Transportation of DG is not in compliance with the operations specifications, report it under A10.</i> <i>If the Transportation of DG is not in compliance with the list of specific approvals, report it under A10.</i>

PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
D02-02	Incorrect or incomplete information in NOTOC, when required	3	A18-9.1	CAT.GEN.MPA.200(a) SPA.DG.110(a)-(e)	A18-9.1	NCC.GEN.150(a) SPA.DG.110(a)-(e)
D02-03	CAO-cargo (Cargo Aircraft Only) carried on passenger flights	3	A18-8.9	CAT.GEN.MPA.200(a)	A18-8.9	NCC.GEN.150(a)
D02-04	Damaged and/or leaking packages/overpacks containing DG	3	A18-8.4	CAT.GEN.MPA.200(a)	A18-8.4	NCC.GEN.150(a)





PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
D02-05	Dangerous goods not correctly loaded and/or secured	3	A18-8.8	CAT.GEN.MPA.200(a)	A18-8.8	NCC.GEN.150(a)
D02-06	Required DG labels and/or markings incorrect or missing	3	A18-8.1	CAT.GEN.MPA.200(a)	A18-8.1	NCC.GEN.150(a)
D02-07	Required identification tag not properly filled in or partly invisible (no CAO packages inside)	2	Doc 9284 (Part 7-2.8)	CAT.GEN.MPA.200(a)	Doc 9284 (Part 7-2.8)	NCC.GEN.150(a)
D02-20	Required identification tag not properly filled in or partly invisible (with CAO packages inside)	3	Doc 9284 (Part 7-2.8)	CAT.GEN.MPA.200(a)	Doc 9284 (Part 7-2.8)	NCC.GEN.150(a)
D02-08	Required identification tag missing	3	Doc 9284 (Part 7-2.8)	CAT.GEN.MPA.200(a)	Doc 9284 (Part 7-2.8)	NCC.GEN.150(a)
D02-09	DG identification tag improperly used	2	Doc 9284 (Part 7-2.8)	CAT.GEN.MPA.200(a) SPA.DG.110(a)-(e)	Doc 9284 (Part 7-2.8)	NCC.GEN.150(a) SPA.DG.110(a)-(e)
D02-10	DG identification tag not compliant with technical instructions	2	A18-8.1	CAT.GEN.MPA.200(a) SPA.DG.110(a)-(e)	A18-8.1	NCC.GEN.150(a) SPA.DG.110(a)-(e)
D02-11	Dangerous goods carried as limited quantities or excepted quantities, but limits exceeded	3	Doc 9284 (Part 3-4.1.1, 4.1.3, 4.3.1, 4.3.2, 5.1.2)	CAT.GEN.MPA.200(a)	Doc 9284 (Part 3-4.1.1, 4.1.3, 4.3.1, 4.3.2, 5.1.2)	NCC.GEN.150(a)
D02-12	Dangerous goods not packed in accordance with proper packing instructions	3	A18-5.1 Doc 9284 (Part 4-1.1.1)	CAT.GEN.MPA.200(a) Doc 9284 (Part 4-1.1.1)	A18-5.1 Doc 9284 (Part 4-1.1.1)	NCC.GEN.150(a) Doc 9284 (Part 4-1.1.1)
D02-13	DG not stowed and/or separated in accordance with the Technical Instructions	3	A18-8.3 A18-8.7	CAT.GEN.MPA.200(a) A18-8.7	A18-8.3 A18-8.7	NCC.GEN.150(a) A18-8.7
D02-14	Hazardous and/or radioactive contamination not removed	3	A18-8.6	CAT.GEN.MPA.200(a)	A18-8.6	NCC.GEN.150(a)
D02-15	Required NOTOC missing	3	A18-9.1	CAT.GEN.MPA.200(a) SPA.DG.110(a)-(e)	A18-9.1	NCC.GEN.150(a) SPA.DG.110(a)-(e)
D02-16	DG carried in the cabin or on the flight deck not permitted by the provisions of the technical instructions	3	A18-8.5	CAT.GEN.MPA.200(a)	A18-8.5	NCC.GEN.150(a)
D02-17	No access to DG packages labelled "Cargo aircraft only" where required	3	A18-8.9	CAT.GEN.MPA.200(a)	A18-8.9	NCC.GEN.150(a)





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
D02-18	Transport of forbidden dangerous goods	3	A18-4.2 A18-4.3	CAT.GEN.MPA.200(a) A18-4.3	A18-4.2 A18-4.3	NCC.GEN.150(a) A18-4.3
D02-19	Dangerous goods not accompanied by shipper's declaration when so required	3	A18-8.1	CAT.GEN.MPA.200(a)	A18-8.1	NCC.GEN.150(a)





D03 Secure stowage of cargo on board

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> • That loads are properly distributed (floor limits, height limits, pallets and containers maximum gross weight); • That flight/fly-away kit and spare wheels are correctly secured; • That cargo is correctly secured; • The condition of cargo containers, pallets, lock assemblies and lashing nets; and • The condition of the cargo compartment dividing nets. <p>Notes:</p> <ul style="list-style-type: none"> ○ <i>Not all aircraft have load height restrictions.</i> ○ <i>Although in most cases cargo is restrained using cargo nets, in certain cases aircraft have been certified without such nets and the restraining of the cargo is achieved by the containment in the compartment itself (e.g. cargo bulkhead compartment of regional turboprops). If the type certification does not prescribe the presence of nets, their absence should not constitute a finding.</i>
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
D03-01	Minor damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers	1	A6-I-4.3.1(e)	CAT.OP.MPA.160 CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(e)	NCC.OP.135 NCC.GEN.106(a)(4)
D03-02	Cargo not correctly secured and restrained in all directions not having a safety impact influence (one of the net, straps, stanchions, lock assemblies inappropriately installed)	1	A6-I-4.3.1(e)	CAT.OP.MPA.160 CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(e)	NCC.OP.135 NCC.GEN.106(a)(4)
D03-03	Cargo compartment not used in accordance with classification	3	A6-I-4.3.1(e)	CAT.OP.MPA.175(b)(1) CAT.OP.MPA.160	A6-II-2.2.3.1(e)	NCC.OP.135 NCC.GEN.106(a)(4)





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
D03-04	Cargo not correctly secured and restrained in all directions (several net, straps, stanchions, lock assemblies missing or inappropriately installed)	3	A6-I-4.3.1(e)	CAT.OP.MPA.160 CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(e)	NCC.OP.135 NCC.GEN.106(a)(4)
D03-05	Major damage to lashing, tie-down equipment, pallets, lock assemblies and/or containers affecting the structural integrity and their intended function	3	A6-I-4.3.1(e)	CAT.OP.MPA.160 CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(e)	NCC.OP.135 NCC.GEN.106(a)(4)
D03-06	Dividing net or protection net damaged outside dispatch limits/conditions	3	A6-I-4.3.1(e)	CAT.OP.MPA.160 CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(e)	NCC.OP.135 NCC.GEN.106(a)(4)
D03-07	Load distribution/load limit (floor and/or height) exceeded	3	A6-I-4.3.1(e)	CAT.OP.MPA.160 CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(e)	NCC.OP.135 NCC.GEN.106(a)(4)
D03-08	One or several items exceeding the load height limitation in the cargo compartment without damaging the cargo ceiling panels, or hindering the proper function of smoke detectors and/or fire extinguishing equipment	1	A6-I-4.3.1(e)	CAT.OP.MPA.160 CAT.OP.MPA.175(b)(1)	A6-II-2.2.3.1(e)	NCC.OP.135 NCC.GEN.106(a)(4)
D03-09	Markings and/or placards required for safe cargo loading missing, unreadable and/or providing misleading information	2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	CS 25.1541 CS 23.2340	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2	A8-IIIA-9.6.2 A8-IIIB-7.6.2 A8-VA-7.6.2





E01 General

SAFA - CAT	SACA - CAT	SAFA - GA	SACA - NCC	<p>Inspect:</p> <ul style="list-style-type: none"> Any general item which may have a direct relation with the safety of the aircraft or its occupants (if appropriate). If the flight crew and/or cabin crew are under the influence of alcohol. <ul style="list-style-type: none"> Only crew assigned to safety tasks shall be tested. e.g.: Alcohol test of crew member positioning is to be avoided. <p>Note:</p> <ul style="list-style-type: none"> Non-compliances with applicable standards not having a direct safety relevance should be reported under this inspection item as CAT G remarks (e.g. carriage of third-party liability insurance), since the categorisation reflects the impact influence on flight safety. However, this categorisation (CAT G remark) shall not affect the obligation to take enforcement measures including grounding of an aircraft.
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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
E01-01	Aircraft not operated according to the manufacturers operating instructions during push-back, towing and/or taxiing.	3	M	M	M	M
E01-02	No valid third-party liability insurance certificate or cannot be shown by crew	G	Not applicable	CAT.GEN.MPA.180(a)(8)	Not applicable	NCC.GEN.140(a)(8)
E01-03	Flight crew identified under influence of alcohol	3	A1-1.2.7.1 A2-2.5 ARO.RAMP.106(g) SERA.2020	CAT.GEN.MPA.100(c)(1) ARO.RAMP.106(g) CAT.GEN.MPA.170(a) SERA.2020	A1-1.2.7.1 A2-2.5 ARO.RAMP.106(g) SERA.2020	NCC.GEN.105(e)(2) ARO.RAMP.106(g) SERA.2020
E01-04	Flight crew refused to cooperate during an alcohol test	3	A1-1.2.7.1 A2-2.5 ARO.RAMP.106(g) SERA.2020 TCO.115	CAT.GEN.MPA.100(c)(1) CAT.GEN.MPA.170(a) ARO.RAMP.106(g) ORO.GEN.140 SERA.2020	A1-1.2.7.1 A2-2.5 ARO.RAMP.106(g) SERA.2020	NCC.GEN.105(e)(2) ARO.RAMP.106(g) ORO.GEN.140(a) SERA.2020
E01-05	Operating cabin crew identified under influence of alcohol	3	A2-2.5 ARO.RAMP.106(g)	CAT.GEN.MPA.100(c)(1) CAT.GEN.MPA.170(a)	A2-2.5 ARO.RAMP.106(g)	NCC.GEN.105(e)(2) ARO.RAMP.106(g)





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PDF Code	Pre-Described Finding	Cat	SAFA CAT Std. ref.	SACA CAT Std. ref.	SAFA GA Std. ref.	SACA NCC Std. ref.
			SERA.2020	ARO.RAMP.106(g) SERA.2020	SERA.2020	SERA.2020
E01-06	Operating cabin crew refused to cooperate during an alcohol test	3	A2-2.5 ARO.RAMP.106(g) SERA.2020 TCO.115	CAT.GEN.MPA.100(c)(1) CAT.GEN.MPA.170(a) ARO.RAMP.106(g) ORO.GEN.140 SERA.2020	A2-2.5 ARO.RAMP.106(g) SERA.2020	NCC.GEN.105(e)(2) ARO.RAMP.106(g) ORO.GEN.140(a) SERA.2020
E01-07	Medical certificate delivered to a crew member with a breath deficiency	G	A1-1.2.7.1 A2-2.5 ARO.RAMP.106(g) SERA.2020 TCO.115	CAT.GEN.MPA.100(c)(1) CAT.GEN.MPA.170(a) ARO.RAMP.106(g) ORO.GEN.140 SERA.2020	A1-1.2.7.1 A2-2.5 ARO.RAMP.106(g) SERA.2020	NCC.GEN.105(e)(2) ARO.RAMP.106(g) ORO.GEN.140(a) SERA.2020
E01-08	Crew member on duty with a known breath deficiency not mentioned on the medical certificate	G	A2-2.5 ARO.RAMP.106(g) SERA.2020	CAT.GEN.MPA.100(c)(1) CAT.GEN.MPA.170(a) ARO.RAMP.106(g) SERA.2020	A2-2.5 ARO.RAMP.106(g) SERA.2020	NCC.GEN.105(e)(2) ARO.RAMP.106(g) SERA.2020
E01-09	Crew member unable to provide a sufficient breath sample to undergo an alcohol test performed with a breathalyser	G	A2-2.5 ARO.RAMP.106(g) SERA.2020 TCO.115	CAT.GEN.MPA.100(c)(1) CAT.GEN.MPA.170(a) ARO.RAMP.106(g) ORO.GEN.140 SERA.2020	A2-2.5 ARO.RAMP.106(g) SERA.2020	NCC.GEN.105(e)(2) ARO.RAMP.106(g) ORO.GEN.140(a) SERA.2020





Standards references including standard text

Convention on International Civil Aviation (ICAO) (also known as Chicago Convention)

Std.-Reference	Standard Text
CC-29a	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: a) Its certificate of registration;
CC-29b	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: b) Its certificate of airworthiness;
CC-29c	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: c) The appropriate licences for each member of the crew.
CC-29d	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: d) Its journey log book;
CC-29e	Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention: e) If it is equipped with radio apparatus, the aircraft radio station license;
CC-30a	<i>Aircraft radio equipment</i> a) Aircraft of each contracting State may, in or over the territory of other contracting States, carry radio transmitting apparatus only if a Licence to install and operate such apparatus has been issued by the appropriate authorities of the State in which the aircraft is registered. The use of radio transmitting apparatus in the territory of the contracting State whose territory is flown over shall be in accordance with the regulations prescribed by that State.
CC-31	<i>Certificates of airworthiness</i> Every aircraft engaged in international navigation shall be provided with a certificate of airworthiness issued or rendered valid by the State in which it is registered.





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CC-32a	<p><i>Licenses of personnel</i></p> <p>a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licences issued or rendered valid by the State in which the aircraft is registered.</p>
CC-34	<p><i>journey log books</i></p> <p>There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this Convention.</p>
CC-39a	<p><i>Endorsement of certificates and licences</i></p> <p>a) Any aircraft or part thereof with respect to which there exists an international standard of airworthiness or performance, and which failed in any respect to satisfy that standard at the time of its certification, shall have endorsed on or attached to its airworthiness certificate a complete enumeration of the details in respect of which it so failed.</p>
CC-40	<p><i>Validity of endorsed certificates and licences</i></p> <p>No aircraft or personnel having certificates or licences so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.</p>





ICAO Annex 1

Standard Reference	Standard Text
A1-1.2.1.1	Until 2 November 2022, a person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft.
A1-1.2.2.1	When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended. Note.- This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence without necessarily requiring either the physical return of the licence or the appearance of the licence holder before the Authorities of that State.
A1-1.2.5.2	Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6, a Medical Assessment issued in accordance with 1.2.4.7 and 1.2.4.8 shall be valid from the date of the medical examination for a period not greater than: <ul style="list-style-type: none"> — 60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift; — 12 months for the commercial pilot licence — aeroplane, airship, helicopter and powered-lift; — 12 months for the multi-crew pilot licence — aeroplane; — 12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift; — 60 months for the glider pilot licence; — 60 months for the free balloon pilot licence; — 12 months for the flight navigator licence; — 12 months for the flight engineer licence; — 48 months for the air traffic controller licence; and — as of 3 November 2022, 48 months for the remote pilot licence — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon. Note 1.— The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.3.1.





	Note 2.— When calculated in accordance with 1.2.5.2 and its sub-paragraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.
A1-1.2.5.2.2	When the holders of airline transport pilot licences - aeroplane, helicopter and powered-lift, and commercial pilot licences - aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.
A1-1.2.5.2.3	When the holders of airline transport pilot licences - aeroplane, helicopter and powered-lift, commercial pilot licences - aeroplane, airship, helicopter and powered lift, and multi-crew pilot licences - aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.
A1-1.2.7.1	Holders of licences provided for in this Annex shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.
A1-1.2.9.1	Until 2 November 2022, aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.
A1-1.2.9.5	Until 2 November 2022, the language proficiency of aeroplane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.
A1-2.1.10	A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.
A1-5.1.1.1	A Contracting State having issued a licence shall ensure that other States are able to easily determine the licence privileges and validity of ratings. Note.— Operator records or a flight crew member's personal log book, in which maintenance of competency and recent experience may be satisfactorily recorded, are not normally carried on international flights.





A1-5.1.1.2	<p>The following details shall appear on the licence:</p> <p>I) Name of State (in bold type);</p> <p>II) Title of licence (in very bold type);</p> <p>III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;</p> <p>IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman);</p> <p>IVa) Date of birth;</p> <p>V) Address of holder if desired by the State;</p> <p>VI) Nationality of holder;</p> <p>VII) Signature of holder;</p> <p>VIII) Authority and, where necessary, conditions under which the licence is issued;</p> <p>IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;</p> <p>X) Signature of officer issuing the licence and the date of such issue;</p> <p>XI) Seal or stamp of authority issuing the licence;</p> <p>XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;</p> <p>XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and</p> <p>XIV) Any other details desired by the State issuing the licence.</p>
A1-5.1.3	<p>When licences are issued in a language other than English, the licence shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations issued in accordance with 1.2.2.1 shall include an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.</p>



A1-6.1.1(a)(b)	<p>Three classes of Medical Assessment shall be established as follows:</p> <p>a) Class 1 Medical Assessment; applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> — commercial pilot licences — aeroplane, airship, helicopter and powered-lift — multi-crew pilot licences — aeroplane — airline transport pilot licences — aeroplane, helicopter and powered-lift <p>b) Class 2 Medical Assessment; applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> — flight navigator licences — flight engineer licences — private pilot licences — aeroplane, airship, helicopter and powered-lift — glider pilot licences — free balloon pilot licences
A1-6.3.3.2	<p>Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:</p> <p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p>Note 1.- 6.3.3.2 b) is the subject of Standards in Annex 6, Part I.</p> <p>Note 2.- An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.</p>
A1-6.3.3.2.1	<p>Applicants may use contact lenses to meet this requirement provided that:</p> <p>a) the lenses are monofocal and non-tinted;</p> <p>b) the lenses are well tolerated; and</p> <p>c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.</p> <p>Note.- Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.</p>



A1-6.4.3.2	<p>Distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:</p> <ul style="list-style-type: none"> a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.
A1-6.4.3.2.1	<p>Applicants may use contact lenses to meet this requirement provided that:</p> <ul style="list-style-type: none"> a) the lenses are monofocal and non-tinted; b) the lenses are well tolerated; and c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.
A1-Appendix 1	<p>1. General</p> <p>Note.— The ICAO language proficiency requirements include the holistic descriptors at Section 2 and the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A. The language proficiency requirements are applicable to the use of both phraseologies and plain language.</p> <p>To meet the language proficiency requirements contained in Chapter 1, Section 1.2.9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Licensing Authority, compliance with the holistic descriptors at Section 2 and with the ICAO Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale in Attachment A.</p> <p>2. Holistic descriptors</p> <p>Proficient speakers shall:</p> <ul style="list-style-type: none"> a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations; b) communicate on common, concrete and work-related topics with accuracy and clarity; c) use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm or clarify information) in a general or work-related context; d) handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and e) use a dialect or accent which is intelligible to the aeronautical community.



ICAO Annex 2

Standard Reference	Standard Text
A2-2.3.2	Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.
A2-2.5	No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances





A2-3.3.2	<p>A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:</p> <ul style="list-style-type: none"> — Aircraft identification — Flight rules and type of flight — Number and type(s) of aircraft and wake turbulence category — Equipment — Departure aerodrome (see Note 1) — Estimated off-block time (see Note 2) — Cruising speed(s) — Cruising level(s) — Route to be followed — Destination aerodrome and total estimated elapsed time — Alternate aerodrome(s) — Fuel endurance — Total number of persons on board — Emergency and survival equipment — Other information. <p>Note 1.— For flight plans submitted during flight, the information provided in respect of this item will be an indication of the location from which supplementary information concerning the flight may be obtained, if required.</p> <p>Note 2.— For flight plans submitted during flight, the information to be provided in respect of this item will be the time over the first point of the route to which the flight plan relates.</p> <p>Note 3.— The term “aerodrome” where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters or balloons.</p>
A2-3.3.3	<p>3.3.3.1 Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on relevant items up to and including “Alternate aerodrome(s)” regarding the whole route or the portion thereof for which the flight plan is submitted.</p> <p>3.3.3.2 It shall, in addition, contain information, as applicable, on all other items when so prescribed by the appropriate ATS authority or when otherwise deemed necessary by the person submitting the flight plan.</p>
A2-3.3.4	<p>Subject to the provisions of 3.6.2.2, all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.</p>





ICAO Annex 6, Part I

Standard Reference	Standard Text
A6-I-3.1.2	<p>The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.</p> <p><i>Note.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.</i></p>
A6-I-3.1.8	Operators shall ensure that flight crew members demonstrate the ability to speak and understand the language used for radiotelephony communications as specified in Annex 1.
A6-I-4.1.1	<p>The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the aeroplane and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose.</p> <p><i>Note.- "Reasonable means" in this Standard is intended to denote the use, at the point of departure, of information available to the operator either through official information published by the aeronautical information services or readily obtainable from other sources.</i></p>
A6-I-4.1.5	The operator shall, as part of its safety management system, assess the level of rescue and firefighting service (RFFS) protection available at any aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the aeroplane intended to be used.
A6-I-4.1.6	Information related to the level of RFFS protection that is deemed acceptable by the operator shall be contained in the operations manual.
A6-I-4.2.1.1	The operator shall not engage in commercial air transport operations unless in possession of a valid air operator certificate issued by the State of the Operator.
A6-I-4.2.1.2	The air operator certificate shall authorize the operator to conduct commercial air transport operations in accordance with the operations specifications.
A6-I-4.2.1.5	The air operator certificate shall contain at least the following information and shall follow the layout of Appendix 6, paragraph 2:





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	a) the State of the Operator and the issuing authority; b) the air operator certificate number and its expiration date; c) the operator name, trading name (if different) and address of the principal place of business; d) the date of issue and the name, signature and title of the authority representative; and e) the location, in a controlled document carried on board, where the contact details of operational management can be found.
A6-I-4.2.1.6	The operations specifications associated with the air operator certificate shall contain at least the information listed in Appendix 6, paragraph 3, and shall follow the layout of Appendix 6, paragraph 3.
A6-I-4.2.1.7	Air operator certificates and their associated operations specifications first issued from 20 November 2008 shall follow the layouts of Appendix 6, paragraphs 2 and 3.
A6-I-4.2.2.2	States shall establish a programme with procedures for the surveillance of operations in their territory by a foreign operator and for taking appropriate action when necessary to preserve safety.
A6-I-4.2.2.3	The operator shall meet and maintain the requirements established by the States in which the operations are conducted.
A6-I-4.2.3.1	The operator shall provide, for the use and guidance of operations personnel concerned, an operations manual in accordance with Appendix 2. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.
A6-I-4.2.6	The checklists provided in accordance with 6.1.4 shall be used by flight crews prior to, during and after all phases of operations, and in emergency, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.
A6-I-4.2.10.1	The operator shall maintain fuel records to enable the State of the Operator to ascertain that, for each flight, the requirements of 4.3.6 and 4.3.7.1 have been complied with.
A6-I-4.2.12.1	An operator shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards.
A6-I-4.2.12.2	The operator shall inform the passengers of the location and general manner of use of the principal emergency equipment carried for collective use.





<p>A6-I-4.3.1(a)</p> <p>A6-I-4.3.1(a)(c)</p> <p>A6-I-4.3.1(b)</p> <p>A6-I-4.3.1(d)(e)</p> <p>A6-I-4.3.1(e)</p> <p>A6-I-4.3.1(f)(g)</p>	<p>A flight shall not be commenced until flight preparation forms have been completed certifying that the pilot-in-command is satisfied that:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy and the appropriate certificates (i.e. airworthiness, registration) are on board the aeroplane; b) the instruments and equipment prescribed in Chapter 6, for the particular type of operation to be undertaken, are installed and are sufficient for the flight; c) a maintenance release as prescribed in 8.8 has been issued in respect of the aeroplane; d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; f) a check has been completed indicating that the operating limitations of Chapter 5 can be complied with for the flight to be undertaken; and g) the Standards of 4.3.3 relating to operational flight planning have been complied with.
A6-I-4.3.3.1	<p>An operational flight plan shall be completed for every intended flight. The operational flight plan shall be approved and signed by the pilot-in-command and, where applicable, signed by the flight operations officer/flight dispatcher, and a copy shall be filed with the operator or a designated agent, or, if these procedures are not possible, it shall be left with the aerodrome authority or on record in a suitable place at the point of departure.</p>
A6-I-4.3.3.2	<p>The operations manual must describe the content and use of the operational flight plan.</p>
A6-I-4.3.4.1	<p>4.3.4.1 <i>Take-off alternate aerodrome</i></p> <p>4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the operational flight plan if either the meteorological conditions at the aerodrome of departure are below the operator's established aerodrome landing minima for that operation or it would not be possible to return to the aerodrome of departure for other reasons.</p> <p>4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:</p> <ul style="list-style-type: none"> a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or b) for aeroplanes with three or more engines, two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or c) for aeroplanes engaged in extended diversion time operations (EDTO) where an alternate aerodrome meeting the distance criteria of a) or b) is not available, the first available alternate aerodrome located within the distance of the operator's specified maximum diversion time considering the actual take-off mass.





	4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the operator's established aerodrome operating minima for that operation.
A6-I-4.3.4.2	<p>4.3.4.2 <i>En-route alternate aerodromes</i></p> <p>En-route alternate aerodromes, required by 4.7 for extended diversion time operations by aeroplanes with two turbine engines, shall be selected and specified in the operational and air traffic services (ATS) flight plans.</p>
A6-I-4.3.4.3	<p>4.3.4.3 <i>Destination alternate aerodromes</i></p> <p>4.3.4.3.1 For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the operational and ATS flight plans, unless:</p> <ul style="list-style-type: none"> a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that: <ul style="list-style-type: none"> 1) the approach and landing may be made under visual meteorological conditions; and 2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or b) the aerodrome is isolated. Operations into isolated aerodromes do not require the selection of a destination alternate aerodrome(s) and shall be planned in accordance with 4.3.6.3 d) 4); <ul style="list-style-type: none"> 1) for each flight into an isolated aerodrome a point of no return shall be determined; and 2) a flight to be conducted to an isolated aerodrome shall not be continued past the point of no return unless a current assessment of meteorological conditions, traffic and other operational conditions indicate that a safe landing can be made at the estimated time of use. <p><i>Note 1. — Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.</i></p> <p><i>Note 2. — Guidance on planning operations to isolated aerodromes is contained in the Flight Planning and Fuel Management (FPFM) Manual (Doc 9976).</i></p> <p>4.3.4.3.2 Two destination alternate aerodromes shall be selected and specified in the operational and ATS flight plans when, for the destination aerodrome:</p> <ul style="list-style-type: none"> a) meteorological conditions at the estimated time of use will be below the operator's established aerodrome operating minima for that operation; or b) meteorological information is not available.
A6-I-4.3.5.2	A flight to be conducted in accordance with the instrument flight rules shall not:





	<p>a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the operator's established aerodrome operating minima for that operation; and</p> <p>b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 4.3.4, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the operator's established aerodrome operating minima for that operation.</p>
A6-I-4.3.5.5	A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.
A6-I-4.3.5.6	A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.
A6-I-4.3.6.1	An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.
A6-I-4.3.6.2	<p>The amount of usable fuel to be carried shall, as a minimum, be based on:</p> <p>a) the following data:</p> <ol style="list-style-type: none"> 1) current aeroplane-specific data derived from a fuel consumption monitoring system, if available; or 2) if current aeroplane-specific data are not available, data provided by the aeroplane manufacturer; and <p>b) the operating conditions for the planned flight including:</p> <ol style="list-style-type: none"> 1) anticipated aeroplane mass; 2) Notices to Airmen; 3) current meteorological reports or a combination of current reports and forecasts; 4) air traffic services procedures, restrictions and anticipated delays; and 5) the effects of deferred maintenance items and/or configuration deviations.
A6-I-4.3.6.3	<p>The pre-flight calculation of usable fuel required shall include:</p> <p>a) <i>taxi fuel</i>, which shall be the amount of fuel expected to be consumed before take-off, taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;</p> <p>b) <i>trip fuel</i>, which shall be the amount of fuel required to enable the aeroplane to fly from take-off, or the point of in-flight re-planning, until landing at the destination aerodrome taking into account the operating conditions of 4.3.6.2 b);</p>





c) *contingency fuel*, which shall be the amount of fuel required to compensate for unforeseen factors. It shall be five per cent of the planned trip fuel or of the fuel required from the point of in-flight re-planning based on the consumption rate used to plan the trip fuel but, in any case, shall not be lower than the amount required to fly for five minutes at holding speed at 450 m (1 500 ft) above the destination aerodrome in standard conditions; [...].

d) *destination alternate fuel*, which shall be:

- 1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to:
 - i) perform a missed approach at the destination aerodrome;
 - ii) climb to the expected cruising altitude;
 - iii) fly the expected routing;
 - iv) descend to the point where the expected approach is initiated; and
 - v) conduct the approach and landing at the destination alternate aerodrome; or
- 2) where two destination alternate aerodromes are required, the amount of fuel, as calculated in 4.3.6.3 d) 1), required to enable the aeroplane to proceed to the destination alternate aerodrome which requires the greater amount of alternate fuel; or
- 3) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or
- 4) where the aerodrome of intended landing is an isolated aerodrome:
 - i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or
 - ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;

e) *final reserve fuel*, which shall be the amount of fuel calculated using the estimated mass on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:

- 1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes, under speed and altitude conditions specified by the State of the Operator; or
- 2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions;

f) *additional fuel*, which shall be the supplementary amount of fuel required if the minimum fuel calculated in accordance with 4.3.6.3 b), c), d) and e) is not sufficient to:





	<p>1) allow the aeroplane to descend as necessary and proceed to an alternate aerodrome in the event of engine failure or loss of pressurization, whichever requires the greater amount of fuel based on the assumption that such a failure occurs at the most critical point along the route;</p> <p>i) fly for 15 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions; and</p> <p>ii) make an approach and landing;</p> <p>2) allow an aeroplane engaged in EDTO to comply with the EDTO critical fuel scenario as established by the State of the Operator;</p> <p>3) meet additional requirements not covered above; [...];</p> <p>g) <i>discretionary fuel</i>, which shall be the extra amount of fuel to be carried at the discretion of the pilot-in-command.</p>
A6-I-4.3.6.5	A flight shall not commence unless the usable fuel on board meets the requirements in 4.3.6.3 a), b), c), d), e) and f) if required and shall not continue from the point of in-flight re-planning unless the usable fuel on board meets the requirements in 4.3.6.3 b), c), d), e) and f) if required.
A6-I-4.3.6.6	<p>Notwithstanding the provisions in 4.3.6.3 a), b), c), d) and f), the State of the Operator may, based on the results of a specific safety risk assessment conducted by the operator which demonstrates how an equivalent level of safety will be maintained, approve variations to the pre-flight fuel calculation of taxi fuel, trip fuel, contingency fuel, destination alternate fuel, and additional fuel. The specific safety risk assessment shall include at least the:</p> <p>a) flight fuel calculations;</p> <p>b) capabilities of the operator to include:</p> <p>i) a data-driven method that includes a fuel consumption monitoring programme; and/or</p> <p>ii) the advanced use of alternate aerodromes; and</p> <p>c) specific mitigation measures.</p>
A6-I-4.3.7.1	The operator shall establish policies and procedures, approved by the State of the Operator, to ensure that in-flight fuel checks and fuel management are performed.
A6-I-4.3.7.2	The pilot-in-command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.
A6-I-4.3.8.1	An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available.
A6-I-4.3.8.2	When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.





A6-I-4.3.9.1	A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.
A6-I-4.3.9.2	A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.
A6-I-4.4.5.2	All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.
A6-I-4.5.4	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.
A6-I-4.5.5	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 11.4.1. <i>Note. — By virtue of Resolution A10-36 of the Tenth Session of the Assembly (Caracas, June-July 1956) "the General Declaration, [described in Annex 9] when prepared so as to contain all the information required by Article 34 [of the Convention on International Civil Aviation] with respect to the journey log book, may be considered by Contracting States to be an acceptable form of journey log book".</i>
A6-I-4.7.1.1	Operators conducting operations beyond 60 minutes from a point on a route to an en-route alternate aerodrome shall ensure that: a) for all aeroplanes: 1) en-route alternate aerodromes are identified; and 2) the most up-to-date information is provided to the flight crew on identified en-route alternate aerodromes, including operational status and meteorological conditions;



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	b) for aeroplanes with two turbine engines, the most up-to-date information provided to the flight crew indicates that conditions at identified en-route alternate aerodromes will be at or above the operator's established aerodrome operating minima for the operation at the estimated time of use.
A6-I-4.8	The operator shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.
A6-I-4.10.2	The State of the Operator shall require that the operator, in compliance with 4.10.1 and for the purposes of managing its fatigue-related safety risks, establish either: a) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations established by the State of the Operator; or b) a Fatigue Risk Management System (FRMS) in compliance with 4.10.6 for all operations; or c) an FRMS in compliance with 4.10.6 for part of its operations and the requirements of 4.10.2 a) for the remainder of its operations.
A6-I-5.2.5	A flight shall not be commenced unless the performance information provided in the flight manual, supplemented as necessary with other data acceptable to the State of the Operator, indicates that the Standards of 5.2.6 to 5.2.11 can be complied with for the flight to be undertaken.
A6-I-5.2.7	5.2.7 Mass limitations a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 5.2.8 is complied with, nor the mass at which 5.2.9, 5.2.10 and 5.2.11 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 5.2.9 and 5.2.10 and, in respect of alternate aerodromes, 5.2.7 c) and 5.2.11. b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure-altitude appropriate to the elevation of the aerodrome, and, if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition. c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure-altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition. d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.





A6-I-6.1.1	In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be approved or accepted by the State of Registry.
A6-I-6.1.2	An aeroplane shall carry a certified true copy of the air operator certificate specified in Chapter 4, 4.2.1, and a copy of the operations specifications relevant to the aeroplane, issued in conjunction with the certificate. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, an English translation shall be included. <i>Note.— Provisions for the content of the air operator certificate and its associated operations specifications are contained in 4.2.1.5 and 4.2.1.6.</i>
A6-I-6.1.3	The operator shall include in the operations manual a minimum equipment list (MEL), approved by the State of the Operator which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative. Where the State of the Operator is not the State of Registry, the State of the Operator shall ensure that the MEL does not affect the aeroplane's compliance with the airworthiness requirements applicable in the State of Registry.
A6-I-6.1.4	The operator shall provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual shall include details of the aircraft systems and of the checklists to be used. The design of the manual shall observe Human Factors principles.
A6-I-6.2.2(a)	An aeroplane shall be equipped with: a) accessible and adequate medical supplies; Recommendation.— <i>Medical supplies should comprise:</i> 1) one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and 2) for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and 3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in-flight medical emergencies.





<p>A6-I-6.2.2(b) A6-I-6.2.2(b)(2)</p>	<p>An aeroplane shall be equipped with: b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew; <i>Note 1. — Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.</i> <i>Note 2. — Refer to 6.2.2.1 for fire extinguishing agents.</i></p>
<p>A6-I-6.2.2(c) A6-I-6.2.2(c)(1) A6-I-6.2.2(c)(3)</p>	<p>An aeroplane shall be equipped with: c) 1) a seat or berth for each person over an age to be determined by the State of the Operator. 2) a seat belt for each seat and restraining belts for each berth; and 3) A safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device, which will automatically restrain the occupant's torso in the event of rapid deceleration; <i>Recommendation. — The safety harness for each pilot seat should incorporate a device to prevent a suddenly incapacitated pilot from interfering with the flight controls.</i> <i>Note. — Safety harness includes shoulder straps and a seat belt, which may be used independently.</i></p>
<p>A6-I-6.2.2(d)</p>	<p>An aeroplane shall be equipped with: d) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual floatation devices where their carriage is required; and 5) location and method of opening emergency exits;</p>
<p>A6-I-6.2.3 A6-I-6.2.3(a)(b) A6-I-6.2.3(c)</p>	<p>An aeroplane shall carry: a) the operations manual prescribed in Chapter 4, 4.2.3, or those parts of it that pertain to flight operations; b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual; and c) current and suitable charts to cover the route of the proposed flight and any route along which it is reasonable to expect that the flight may be diverted.</p>



A6-I-6.2.4.1	If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.
A6-I-6.3.2.1.1	All turbine-engined aeroplanes of a maximum certificated take-off mass of over 2 250 kg, up to and including 5 700 kg, for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with either a CVR or a CARS.
A6-I-6.3.2.1.3	All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 shall be equipped with a CVR.
A6-I-6.3.2.1.4	All turbine-engined aeroplanes, for which the individual certificate of airworthiness was first issued before 1 January 1987, with a maximum certificated take-off mass of over 27 000 kg that are of types of which the prototype was certificated by the appropriate national authority after 30 September 1969 shall be equipped with a CVR.
A6-I-6.5.1(a)	All seaplanes for all flights shall be equipped with: a) one life jacket, or equivalent individual flotation device, for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;
A6-I-6.5.2	6.5.2.1 Landplanes shall carry the equipment prescribed in 6.5.2.2: a) when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with 5.2.9 or 5.2.10; b) when flying en route over water beyond gliding distance from the shore, in the case of all other landplanes; and c) when taking off or landing at an aerodrome where, in the opinion of the State of the Operator, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching. 6.5.2.2 The equipment referred to in 6.5.2.1 shall comprise one life jacket or equivalent individual flotation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. <i>Note 1. — "Landplanes" includes amphibians operated as landplanes.</i>
A6-I-6.5.3.1(a)	In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes: a) life rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life saving equipment including means of sustaining life as is appropriate to the flight to be undertaken;



A6-I-6.5.3.1(b)	In addition to the equipment prescribed in 6.5.1 or 6.5.2 whichever is applicable, the following equipment shall be installed in all aeroplanes when used over routes on which the aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing in the case of aircraft operated in accordance with 5.2.9 or 5.2.10, and 30 minutes or 185 km (100 NM), whichever is the lesser, for all other aeroplanes: b) equipment for making the pyrotechnical distress signals described in Annex 2;
A6-I-6.7.1	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.1.
A6-I-6.7.2	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 4.3.9.2.
A6-I-6.7.5	An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa, cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa and for which the individual certificate of airworthiness is first issued on or after 9 November 1998, shall be provided with automatically deployable oxygen equipment to satisfy the requirements of 4.3.9.2. The total number of oxygen dispensing units shall exceed the number of passenger and cabin crew seats by at least 10 per cent.
A6-I-6.10 A6-I-6.10(f)	All aeroplanes when operated at night shall be equipped with: a) all equipment specified in 6.9; b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome; <i>Note.— Specifications for lights meeting the requirements of Annex 2 for navigation lights are contained in Appendix 1. The general characteristics of lights are specified in Annex 8.</i>





	<p>c) two landing lights; <i>Note. — Aeroplanes not certificated in accordance with Annex 8 which are equipped with a single landing light having two separately energized filaments will be considered to have complied with 6.10 c).</i></p> <p>d) illumination for all instruments and equipment that are essential for the safe operation of the aeroplane that are used by the flight crew;</p> <p>e) lights in all passenger compartments; and</p> <p>f) an independent portable light for each crew member station.</p>
A6-I-6.13	<p>An aeroplane shall carry a document attesting noise certification. When the document, or a suitable statement attesting noise certification as contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation.</p> <p><i>Note. — The attestation may be contained in any document, carried on board, approved by the State of Registry.</i></p>
<p>A6-I-6.15</p> <p>A6-I-6.15.2</p>	<p>6.15.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.</p> <p>6.15.2 The operator shall implement database management procedures that ensure the timely distribution and update of current terrain and obstacle data to the ground proximity warning system.</p> <p>6.15.3 Recommendation.— All turbine-engined aeroplanes of a maximum certificated take-off mass of 5 700 kg or less and authorized to carry more than five but not more than nine passengers should be equipped with a ground proximity warning system which provides the warnings of 6.15.6 a) and c), warning of unsafe terrain clearance and a forward looking terrain avoidance function.</p> <p>6.15.4 All piston-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which provides the warnings in 6.15.6 a) and c), warning of unsafe terrain clearance and a forward-looking terrain avoidance function.</p> <p>6.15.5 A ground proximity warning system shall provide automatically a timely and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.</p> <p>6.15.6 A ground proximity warning system shall provide, unless otherwise specified herein, warnings of the following circumstances:</p> <p>a) excessive descent rate;</p> <p>b) excessive terrain closure rate;</p> <p>c) excessive altitude loss after take-off or go-around;</p> <p>d) unsafe terrain clearance while not in landing configuration:</p> <p>1) gear not locked down;</p>





	2) flaps not in a landing position; and e) excessive descent below the instrument glide path.
A6-I-6.16.1	Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981. All aeroplanes shall be equipped with a forward or rearward facing (within 15 degrees of the longitudinal axis of the aeroplane) seat, fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 12.1 in respect of emergency evacuation. <i>Note.</i> — Safety harness includes shoulder straps and a seat belt which may be used independently.
A6-I-6.16.3	Cabin crew seats provided in accordance with 6.16.1 and 6.16.2 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.
A6-I-6.17.2	Except as provided for in 6.17.3, all aeroplanes authorized to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.
A6-I-6.17.3	All aeroplanes authorized to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with either: a) at least two ELTs, one of which shall be automatic; or b) at least one ELT and a capability that meets the requirements of 6.18. <i>Note.</i> — <i>In the case where the requirements for 6.18 are met by another system no automatic ELT is required.</i>
A6-I-6.17.4	Except as provided for in 6.17.5, all aeroplanes authorized to carry 19 passengers or less shall be equipped with at least one ELT of any type.
A6-I-6.17.5	All aeroplanes authorized to carry 19 passengers or less for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.
A6-I-6.17.6	ELT equipment carried to satisfy the requirements of 6.17.1, 6.17.2, 6.17.3, 6.17.4 and 6.17.5 shall operate in accordance with the relevant provisions of Annex 10, Volume III.
A6-I-6.18	6.18.1 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023, shall autonomously transmit information from which a position can be determined by the operator at least once every minute, when in distress, in accordance with Appendix 9. 6.18.2 <i>Recommendation.</i> — <i>All aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2023, should autonomously transmit information from which a position can be determined at least once every minute, when in distress, in accordance with Appendix 9.</i> 6.18.3 The operator shall make position information of a flight in distress available to the appropriate organizations, as established by the State of the Operator.





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A6-I-6.19.1	All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than 19 passengers shall be equipped with an airborne collision avoidance system (ACAS II).
A6-I-6.25.1	Where portable EFBs are used on board an aeroplane, the operator shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.
A6-I-6.25.2.1(c)	Where EFBs are used on board an aeroplane the operator shall: (c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.
A6-I-6.25.2.2	The State of the Operator shall issue a specific approval for the operational use of EFB functions to be used for the safe operation of aeroplanes.
A6-I-6.25.3(c)	When issuing a specific approval for the use of EFBs, the State of the Operator shall ensure that: (c) the operator has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s);
A6-I-7.2.1	An aeroplane shall be provided with navigation equipment which will enable it to proceed: a) in accordance with the operational flight plan; and b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.
A6-I-7.5.2	The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aircraft.
A6-I-8.1.1	Operators shall ensure that, in accordance with procedures acceptable to the State of Registry: a) each aeroplane they operate is maintained in an airworthy condition; b) the operational and emergency equipment necessary for an intended flight is serviceable; and c) the certificate of airworthiness of each aeroplane they operate remains valid.
A6-I-8.1.2	As of 5 November 2020, the operator shall not operate an aeroplane unless maintenance on the aeroplane, including any associated engine, propeller and part, is carried out: a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the aeroplane or is approved by another Contracting State and is accepted by the State of Registry; or b) by a person or organization in accordance with procedures that are authorized by the State of Registry; and there is a maintenance release in relation to the maintenance carried out.





A6-I-8.1.4	The operator shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.
A6-I-8.4	<p>8.4.1 The operator shall ensure that the following records are kept for the periods mentioned in 8.4.2:</p> <ul style="list-style-type: none"> a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components; b) the current status of compliance with all mandatory continuing airworthiness information; c) appropriate details of modifications and repairs; d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life; e) the current status of the aeroplane's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met. <p>8.4.2 The records in 8.4.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in 8.4.1 f) for a minimum period of one year after the signing of the maintenance release.</p> <p>8.4.3 In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.</p> <p>8.4.4 As of 5 November 2020, records kept and transferred in accordance with 8.4 shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.</p>
A6-I-8.5	<p>8.5.1 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system specified in Annex 8, Part II, 4.2.3 f) and 4.2.4.</p> <p>8.5.2 The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the State of Registry.</p>
A6-I-9.1.1	The number and composition of the flight crew shall not be less than that specified in the operations manual. The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of aeroplane used, the type of operation involved and the duration of flight between points where flight crews are changed.
A6-I-9.1.2	The flight crew shall include at least one member who holds a valid licence, issued or rendered valid by the State of Registry, authorizing operation of the type of radio transmitting equipment to be used.





A6-I-12.1	The operator shall establish, to the satisfaction of the State of the Operator, the minimum number of cabin crew required for each type of aeroplane, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.
A6-I-13.2.1	In all aeroplanes which are equipped with a flight crew compartment door, this door shall be capable of being locked, and means shall be provided by which cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.
A6-I-13.2.2	All passenger-carrying aeroplanes: a) of a maximum certificated take-off mass in excess of 54.500 kg; or b) of a maximum certificated take-off mass in excess of 45 500 kg with a passenger seating capacity greater than 19; or c) with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorized persons. This door shall be capable of being locked and unlocked from either pilot's station.
A6-I-13.2.3	In all aeroplanes which are equipped with a flight crew compartment door in accordance with 13.2.2: a) this door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorized persons; and b) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.
A6-I-Appendix 2, 2	The operations manual referred to in 1 shall contain at the least the following: 2.1.2 Information and policy relating to fatigue management including: a) policies pertaining to flight time, flight duty period, duty period limitations and rest requirements for flight and cabin crew members in accordance with Chapter 4, 4.10.2 a); b) where applicable, policy and documentation pertaining to the operator's FRMS in accordance with Appendix 7.
A6-I-Appendix 6, 3.1	For each aircraft model in the operator's fleet, identified by aircraft make, model and series, the following information shall be included: issuing authority contact details, operator name and AOC number, date of issue and signature of the authority representative, aircraft model, types and area of operations, special limitations and specific approvals. <i>Note.— If specific approvals and limitations are identical for two or more models, these models may be grouped in a single list.</i>



ICAO Annex 6, Part II

Standard Reference	Standard Text
A6-II-2.1.1.2 A6-II-2.1.1.6	2.1.1.2 The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his or her duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The pilot-in-command shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane. 2.1.1.6 The pilot-in-command shall ensure that flight crew members demonstrate the ability to speak and understand the language used for aeronautical radiotelephony communications as specified in Annex 1.
A6-II-2.1.4	The pilot-in-command shall not conduct operations for which a specific approval is required unless such approval has been issued by the State of Registry. Specific approvals shall follow the layout and contain at least the information listed in Appendix 2.4.
A6-II-2.2.1	The pilot-in-command shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.
A6-II-2.2.2.3 A6-II-2.2.2.3.2	2.2.2.3.1 The pilot-in-command shall ensure that passengers are made familiar with the location and use of: a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment if the use of oxygen is anticipated; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards. 2.2.2.3.2 The pilot-in-command shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use. 2.2.2.3.3 In an emergency during flight, the pilot-in-command shall ensure that passengers are instructed in such emergency action as may be appropriate to the circumstances. 2.2.2.3.4 The pilot-in-command shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane shall be secured in their seats by means of the seat belts or harnesses provided.





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A6-II-2.2.3.1 A6-II-2.2.3.1(a)(b)(f) A6-II-2.2.3.1(a)(c) A6-II-2.2.3.1(a)(d)(f) A6-II-2.2.3.1(d)(e)(f) A6-II-2.2.3.1(e) A6-II-2.2.3.1(f)	2.2.3.1 A flight shall not be commenced until the pilot-in-command is satisfied that: a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane; b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions; c) any necessary maintenance has been performed in accordance with Chapter 2.6; d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; and f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.
A6-II-2.2.3.3(a)	Before commencing a flight the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules, shall include: a) a study of available current weather reports and forecasts;





A6-II-2.2.3.4

A6-II-2.2.3.4.2(a)

A6-II-2.2.3.4.2(b)

A6-II-2.2.3.4.4

A6-II-2.2.3.4.5

2.2.3.4.1 A flight to be conducted in accordance with VFR shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown under VFR will, at the appropriate time, be such as to enable compliance with these rules.

2.2.3.4.2 A flight to be conducted in accordance with the instrument flight rules shall not:

a) take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the aerodrome operating minima for that operation; and

b) take off or continue beyond the point of in-flight re-planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 2.2.3.5, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the estimated time of use, at or above the aerodrome operating minima for that operation.

2.2.3.4.3 The State of Registry shall establish criteria to be used for the estimated time of use of an aerodrome including a margin of time.

2.2.3.4.4 A flight to be operated in known or expected icing conditions shall not be commenced unless the aeroplane is certificated and equipped to cope with such conditions.

2.2.3.4.5 A flight to be planned or expected to operate in suspected or known ground icing conditions shall not take off unless the aeroplane has been inspected for icing and, if necessary, has been given appropriate de-icing/anti-icing treatment. Accumulation of ice or other naturally occurring contaminants shall be removed so that the aeroplane is kept in an airworthy condition prior to take-off.





A6-II-2.2.3.5

Destination alternate aerodromes

For a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the flight plans, unless:

a) the duration of the flight from the departure aerodrome, or from the point of in-flight re-planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:

- 1) the approach and landing may be made under visual meteorological conditions; and
- 2) separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or

b) the aerodrome of intended landing is isolated and:

- 1) a standard instrument approach procedure is prescribed for the aerodrome of intended landing;
- 2) a point of no return has been determined; and
- 3) a flight shall not be continued past the point of no return unless available current meteorological information indicates that the following meteorological conditions will exist at the estimated time of use:
 - i) a cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and
 - ii) visibility of at least 5.5 km (3 NM) or of 4 km (2 NM) more than the minimum associated with the instrument approach procedure.

Note.— Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.





A6-II-2.2.3.6.1	<p>A flight shall not be commenced unless, taking into account both the meteorological conditions and any delays that are expected in flight, the aeroplane carries sufficient fuel and oil to ensure that it can safely complete the flight. The amount of fuel to be carried must permit:</p> <p>a) when the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is not required in accordance with 2.2.3.5, or when the flight is to an isolated aerodrome, flight to the aerodrome of intended landing, and after that, have a final reserve fuel for at least 45 minutes at normal cruising altitude; or</p> <p>b) when the flight is conducted in accordance with the instrument flight rules and a destination alternate aerodrome is required, flight to the aerodrome of intended landing, then to an alternate aerodrome, and after that, have a final reserve fuel for at least 45 minutes at normal cruising altitude; or</p> <p>c) when the flight is conducted in accordance with day VFR, flight to the aerodrome of intended landing, and after that, have a final reserve fuel for at least 30 minutes at normal cruising altitude; or</p> <p>d) when the flight is conducted in accordance with night VFR, flight to the aerodrome of intended landing and thereafter have a final reserve fuel for at least 45 minutes at normal cruising altitude.</p>
A6-II-2.2.3.8	<p>The pilot-in-command shall ensure that breathing oxygen is available to crew members and passengers in sufficient quantities for all flights at such altitudes where a lack of oxygen might result in impairment of the faculties of crew members or harmfully affect passengers.</p>
A6-II-2.2.4.1	<p>2.2.4.1.1 A flight shall not be continued towards the aerodrome of intended landing, unless the latest available information indicates that at the expected time of arrival, a landing can be effected at that aerodrome or at least one destination alternate aerodrome, in compliance with the operating minima established in accordance with 2.2.2.2.</p> <p>2.2.4.1.2 An instrument approach shall not be continued below 300 m (1 000 ft) above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima.</p> <p>2.2.4.1.3 If, after entering the final approach segment or after descending below 300 m (1 000 ft) above the aerodrome elevation, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, an aeroplane shall not continue its approach-to-land beyond a point at which the limits of the aerodrome operating minima would be infringed.</p>
A6-II-2.2.6	<p>The pilot-in-command shall ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is securely stowed.</p>



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A6-II-2.3.1	<p>2.3.1.1 An aeroplane shall be operated:</p> <ul style="list-style-type: none"> a) in compliance with the terms of its airworthiness certificate or equivalent approved document; b) within the operating limitations prescribed by the certificating authority of the State of Registry; and c) if applicable, within the mass limitations imposed by compliance with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated. <p>2.3.1.2 Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the certificating authority of the State of Registry for visual presentation, shall be displayed in the aeroplane.</p> <p>2.3.1.3 The pilot-in-command shall determine that aeroplane performance will permit the take-off and departure to be carried out safely.</p>
A6-II-2.4.1	<p>In addition to the minimum equipment necessary for the issuance of a certificate of airworthiness, the instruments, equipment and flight documents prescribed in the following paragraphs shall be installed or carried, as appropriate, in aeroplanes according to the aeroplane used and to the circumstances under which the flight is to be conducted. The prescribed instruments and equipment, including their installation, shall be acceptable to the State of Registry.</p>
A6-II-2.4.2.2(a)	<p>2.4.2.2 An aeroplane shall be equipped with or carry on board:</p> <ul style="list-style-type: none"> a) an accessible first-aid kit
A6-II-2.4.2.2(b)	<p>2.4.2.2 An aeroplane shall be equipped with or carry on board:</p> <ul style="list-style-type: none"> b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in: <ul style="list-style-type: none"> 1) the pilot's compartment; and 2) each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew;





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A6-II-2.4.2.2(c)	2.4.2.2 An aeroplane shall be equipped with or carry on board: c) 1) a seat or berth for each person over an age to be determined by the State of Registry; and 2) a seat belt for each seat and restraining belts for each berth;
A6-II-2.4.2.2(d)(1) A6-II-2.4.2.2(d)(2) A6-II-2.4.2.2(d)(3)	2.4.2.2 An aeroplane shall be equipped with or carry on board: d) the following manuals, charts and information: 1) the flight manual or other documents or information concerning any operating limitations prescribed for the aeroplane by the certifying authority of the State of Registry, required for the application of Chapter 2.3; 2) any specific approval issued by the State of Registry, if applicable, for the operation(s) to be conducted; 3) current and suitable charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted; 4) procedures, as prescribed in Annex 2, for pilots-in-command of intercepted aircraft; 5) visual signals for use by intercepting and intercepted aircraft, as contained in Annex 2; and 6) the journey log book for the aeroplane;
A6-II-2.4.2.6	2.4.2.6.1 If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background. 2.4.2.6.2 If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.
A6-II-2.4.3	2.4.3.1 All aeroplanes when operated as VFR flights shall be: a) equipped with a means of measuring and displaying: 1) magnetic heading; 2) barometric altitude; 3) indicated airspeed; b) equipped with, or shall carry, a means of measuring and displaying time in hours, minutes and seconds; and c) equipped with such additional equipment as may be prescribed by the appropriate authority.





A6-II-2.4.4.1	<p>2.4.4.1 Seaplanes</p> <p>Seaplanes for all flights shall be equipped with:</p> <ul style="list-style-type: none"> a) one life jacket, or equivalent individual floatation device, for each person on board, stowed in a position readily accessible from the seat or berth; b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable; c) one anchor; and d) one sea anchor (drogue), when necessary to assist in manoeuvring.
<p>A6-II-2.4.4.3</p> <p>A6-II-2.4.4.3.2</p>	<p>2.4.4.3 Aeroplanes on extended flights over water</p> <p>2.4.4.3.1 All aeroplanes operated on extended flights over water shall be equipped with, at a minimum, one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.</p> <p>2.4.4.3.2 The pilot-in-command of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching. The pilot-in-command shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities. Based upon the assessment of these risks, the pilot-in-command shall, in addition to the equipment required in 2.4.4.3.1, ensure that the aeroplane is equipped with:</p> <ul style="list-style-type: none"> a) life saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and b) equipment for making the distress signals described in Annex 2.
A6-II-2.4.5	<p>Aeroplanes, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.</p>
A6-II-2.4.6	<p>2.4.6.1 Aeroplanes intended to be operated at high altitudes shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 2.2.3.8.</p> <p>2.4.6.2 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1990</p> <p>Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.</p>



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A6-II-2.4.7	All aeroplanes when operated in accordance with the instrument flight rules, or when the aeroplane cannot be maintained in a desired attitude without reference to one or more flight instruments, shall be: a) equipped with a means of measuring and displaying: 1) magnetic heading (standby compass); 2) barometric altitude; 3) indicated airspeed, with a means of preventing malfunctioning due to either condensation or icing; 4) turn and slip; 5) aircraft attitude; 6) stabilized aircraft heading; 7) whether the supply of power to the gyroscopic instruments is adequate; 8) the outside air temperature; 9) rate-of-climb and descent; b) equipped with, or shall carry, a means of measuring and displaying time in hours, minutes and seconds; and c) equipped with such additional instruments or equipment as may be prescribed by the appropriate authority.
A6-II-2.4.8(b)(c)	Aeroplanes, when operated at night, shall be equipped with: b) the lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome; c) a landing light;
A6-II-2.4.8(f)	Aeroplanes, when operated at night, shall be equipped with: f) an independent portable light for each crew member station.
A6-II-2.4.9	An aeroplane shall carry a document attesting noise certification.





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A6-II-2.4.11	<p>2.4.11.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers shall be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.</p> <p>2.4.11.4 A ground proximity warning system shall provide automatically a timely and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.</p> <p>2.4.11.5 A ground proximity warning system shall provide, at a minimum, warnings of at least the following circumstances:</p> <ul style="list-style-type: none"> a) excessive descent rate; b) excessive altitude loss after take-off or go-around; and c) unsafe terrain clearance. <p>2.4.11.7 A ground proximity warning system installed in turbine-engined aeroplanes of a maximum certificated takeoff mass in excess of 5 700 kg or authorized to carry more than nine passengers for which the individual certificate of airworthiness was first issued after 1 January 2011 shall provide, as a minimum, warnings of at least the following circumstances:</p> <ul style="list-style-type: none"> a) excessive descent rate; b) excessive terrain closure rate; c) excessive altitude loss after take-off or go-around; d) unsafe terrain clearance while not in landing configuration; 1) gear not locked down; 2) flaps not in a landing position; and e) excessive descent below the instrument glide path.
<p>A6-II-2.4.12</p> <p>A6-II-2.4.12.3</p> <p>A6-II-2.4.12.4</p>	<p>2.4.12.2 Except as provided for in 2.4.12.3, all aeroplanes shall be equipped with at least one ELT of any type.</p> <p>2.4.12.3 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.</p> <p>2.4.12.4 ELT equipment carried to satisfy the requirements of 2.4.12.1, 2.4.12.2 and 2.4.12.3 shall operate in accordance with the relevant provisions of Annex 10, Volume III.</p>





A6-II-2.4.17

2.4.17.1 EFB equipment

Where portable EFBs are used on board an aeroplane, the pilot-in-command and/or the operator/owner shall ensure that they do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane.

2.4.17.2 EFB functions

2.4.17.2.1 Where EFBs are used on board an aeroplane the pilot-in-command and/or the owner/operator shall:

- a) assess the safety risk(s) associated with each EFB function;
- b) establish the procedures for the use of, and training requirements for, the device and each EFB function; and
- c) ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.

2.4.17.2.2 The State of Registry shall issue a specific approval for the operational use of EFB functions to be used for the safe operation of aeroplanes.

2.4.17.3 EFB specific approval

When issuing a specific approval for the use of EFBs, the State of Registry shall ensure that:

- a) the EFB equipment and its associated installation hardware, including interaction with aeroplane systems if applicable, meet the appropriate airworthiness certification requirements;
- b) the operator/owner has assessed the risks associated with the operations supported by the EFB function(s);
- c) the operator/owner has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s);
- d) the operator/owner has established and documented procedures for the management of the EFB function(s) including any databases it may use; and
- e) the operator/owner has established and documented the procedures for the use of, and training requirements for, the EFB function(s).





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A6-II-2.5.2 A6-II-2.5.2.1	<p>2.5.2.1 An aeroplane shall be provided with navigation equipment which will enable it to proceed:</p> <ul style="list-style-type: none"> a) in accordance with its flight plan; and b) in accordance with the requirements of air traffic services; <p>except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks.</p> <p>2.5.2.2 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed, an aeroplane shall, in addition to the requirements specified in 2.5.2.1:</p> <ul style="list-style-type: none"> a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and b) have information relevant to the aeroplane navigation specification capabilities listed in the flight manual or other aeroplane documentation approved by the State of Design or State of Registry; and c) where the aeroplane is operated in accordance with a MEL, have information relevant to the aeroplane navigation specification capabilities included in the MEL. <p>2.5.2.3 The State of Registry shall establish criteria for operations where a navigation specification for PBN has been prescribed.</p> <p>2.5.2.4 In establishing criteria for operations where a navigation specification for PBN has been prescribed, the State of Registry shall require that the operator/owner establish:</p> <ul style="list-style-type: none"> a) normal and abnormal procedures including contingency procedures; b) flight crew qualification and proficiency requirements, in accordance with the appropriate navigation specifications; c) training for relevant personnel consistent with the intended operations; and d) appropriate maintenance procedures to ensure continued airworthiness, in accordance with the appropriate navigation specifications. <p>2.5.2.5 The State of Registry shall issue a specific approval for operations based on PBN authorization required (AR) navigation specifications.</p> <p>2.5.2.6 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which:</p> <ul style="list-style-type: none"> a) continuously provides indications to the flight crew of adherence to or departure from track to the required degree of accuracy at any point along that track; and b) has been authorized by the State of Registry for the MNPS operations concerned. <p>2.5.2.7 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a reduced vertical separation minimum (RVSM) of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive:</p>
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- a) the aeroplane shall be provided with equipment which is capable of:
- 1) indicating to the flight crew the flight level being flown;
 - 2) automatically maintaining a selected flight level;
 - 3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed ± 90 m (300 ft); and
 - 4) automatically reporting pressure-altitude;
- b) the State of Registry shall issue a specific approval for RVSM operations.
- 2.5.2.8 Prior to granting the RVSM specific approval required in accordance with 2.5.2.7 b), the State shall be satisfied that:
- a) the vertical navigation performance capability of the aeroplane satisfies the requirements specified in Appendix 2.2;
 - b) the owner/operator has instituted appropriate procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and
 - c) the owner/operator has instituted appropriate flight crew procedures for operations in RVSM airspace.
- 2.5.2.9 The State of Registry shall ensure that, in respect of those aeroplanes mentioned in 2.5.2.7, adequate provisions exist for:
- a) receiving the reports of height-keeping performance issued by the monitoring agencies established in accordance with Annex 11, 3.3.5.1; and
 - b) taking immediate corrective action for individual aircraft, or aircraft type groups, identified in such reports as not complying with the height-keeping requirements for operation in airspace where RVSM is applied.
- 2.5.2.10 The State of Registry that has issued an RVSM specific approval to an owner/operator shall establish a requirement which ensures that a minimum of two aeroplanes of each aircraft type grouping of the owner/operator have their height-keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per aeroplane, whichever period is longer. If an owner/operator aircraft type grouping consists of a single aeroplane, monitoring of that aeroplane shall be accomplished within the specified period.
- 2.5.2.11 All States that are responsible for airspace where RVSM has been implemented, or that have issued RVSM specific approvals to owners/operators within their State, shall establish provisions and procedures which ensure that appropriate action will be taken in respect of aircraft and owners/operators found to be operating in RVSM airspace without a valid RVSM specific approval.
- 2.5.2.12 The aeroplane shall be sufficiently provided with 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 will enable the aeroplane to navigate in accordance with 2.5.2.1 and where applicable 2.5.2.2, 2.5.2.6 and 2.5.2.7.
- 2.5.2.13 On flights in which it is intended to land in instrument meteorological conditions, an aeroplane shall be provided with radio equipment capable of receiving signals providing guidance to a point from which a visual landing can be effected. This equipment





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shall be capable of providing such guidance for each aerodrome at which it is intended to land in instrument meteorological conditions and for any designated alternate aerodromes.





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<p>A6-II-2.6.1</p> <p>A6-II-2.6.1.1</p> <p>A6-II-2.6.1.2</p>	<p>2.6.1.1 The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that, in accordance with procedures acceptable to the State of Registry:</p> <ul style="list-style-type: none"> a) the aeroplane is maintained in an airworthy condition; b) the operational and emergency equipment necessary for an intended flight is serviceable; and c) the certificate of airworthiness of the aeroplane remains valid. <p>2.6.1.2 As of 5 November 2020, the owner or the lessee shall not operate an aeroplane unless maintenance on the aeroplane, including any associated engine, propeller and part, is carried out:</p> <ul style="list-style-type: none"> a) by an organization complying with Annex 8, Part II, Chapter 6 that is either approved by the State of Registry of the aeroplane or is approved by another Contracting State and is accepted by the State of Registry; or b) by a person or organization in accordance with procedures that are authorized by the State of Registry; and there is a maintenance release in relation to the maintenance carried out. <p>2.6.1.4 The owner or the lessee shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the State of Registry.</p>
<p>A6-II-2.6.2.1</p>	<p>The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that the following records are kept for the periods mentioned in 2.6.2.2:</p> <ul style="list-style-type: none"> a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components; b) the current status of compliance with all applicable mandatory continuing airworthiness information; c) appropriate details of modifications and repairs; d) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life; e) the current status of the aeroplane's compliance with the maintenance programme; and f) the detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.
<p>A6-II-2.6.4.3</p>	<p>2.6.4.3 As of 5 November 2020, when maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:</p> <ul style="list-style-type: none"> a) basic details of the maintenance performed; b) the date such maintenance was completed; and c) the identity of the authorized person or persons signing the release.
<p>A6-II-2.7.1</p>	<p>The number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.</p>





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A6-II-2.7.2.1	<p>The pilot-in-command shall:</p> <ul style="list-style-type: none"> a) ensure that each flight crew member holds a valid licence issued by the State of Registry, or if issued by another Contracting State, rendered valid by the State of Registry; b) ensure that flight crew members are properly rated; and c) be satisfied that flight crew members have maintained competency.
A6-II-2.8.1	The aeroplane flight manual shall be updated by implementing changes made mandatory by the State of Registry.
A6-II-2.8.2.1	A journey log book shall be maintained for every aeroplane engaged in international air navigation in which shall be entered particulars of the aeroplane, its crew and each journey.
A6-II-Att. 2.A(2.1)	2.1 All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, should use breathing oxygen continuously whenever the circumstances prevail for which its supply has been indicated to be necessary in 1.1 or 1.2.
A6-II-Att. 2.A(2.2)	2.2 All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa should have available at the flight duty station a quick donning type of mask which will readily supply oxygen upon demand.
A6-II-3.3.1.2	The operator shall ensure that all pilots are familiar with the laws, regulations and procedures, pertinent to the performance of their duties, prescribed for the areas to be traversed, the aerodromes to be used and the air navigation facilities relating thereto. The operator shall ensure that other members of the flight crew are familiar with such of these laws, regulations and procedures as are pertinent to the performance of their respective duties in the operation of the aeroplane.
A6-II-3.3.1.4	The operator shall ensure that the pilot-in-command has available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.
A6-II-3.4.1	The operator shall ensure that a flight will not be commenced unless it has been ascertained by every reasonable means available that the ground and/or water facilities including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aeroplane, are adequate for the type of operation under which the flight is to be conducted.
A6-II-3.4.2.2	The operator shall provide, for the use and guidance of personnel concerned, an operations manual containing all the instructions and information necessary for operations personnel to perform their duties. The operations manual shall be amended or revised as is necessary to ensure that the information contained therein is kept up to date. All such amendments or revisions shall be issued to all personnel that are required to use this manual.
A6-II-3.4.2.3.1	The operator shall ensure that all operations personnel are properly instructed in their particular duties and responsibilities and the relationship of such duties to the operation as a whole.





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A6-II-3.4.2.5	Checklists shall be used by flight crews prior to, during and after all phases of operations, and in emergencies, to ensure compliance with the operating procedures contained in the aircraft operating manual and the aeroplane flight manual or other documents associated with the certificate of airworthiness and otherwise in the operations manual. The design and utilization of checklists shall observe Human Factors principles.
A6-II-3.4.2.8	The operator shall establish and implement a fatigue management programme that ensures that all operator personnel involved in the operation and maintenance of aircraft do not carry out their duties when fatigued. The programme shall address flight and duty times and be included in the operations manual.
A6-II-3.4.2.9	<p>3.4.2.9.1 The operator shall ensure that passengers are made familiar with the location and use of:</p> <ul style="list-style-type: none"> a) seat belts; b) emergency exits; c) life jackets, if the carriage of life jackets is prescribed; d) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and e) other emergency equipment provided for individual use, including passenger emergency briefing cards. <p>3.4.2.9.2 The operator shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.</p> <p>3.4.2.9.3 The operator shall ensure that in an emergency during flight, passengers are instructed in such emergency action as may be appropriate to the circumstances.</p> <p>3.4.2.9.4 The operator shall ensure that during take-off and landing and whenever considered necessary, by reason of turbulence or any emergency occurring during flight, all passengers on board an aeroplane are secured in their seats by means of the seat belts or harnesses provided.</p>
A6-II-3.4.3.1	<p>The operator shall develop procedures to ensure that a flight is not commenced unless:</p> <ul style="list-style-type: none"> a) the aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane; b) the instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions; c) any necessary maintenance has been performed in accordance with Chapter 3.8; d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected; e) any load carried is properly distributed and safely secured; and f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.





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A6-II-3.4.3.3	The operator shall specify flight planning procedures to provide for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned. These procedures shall be included in the operations manual.
A6-II-3.4.3.4	<p><i>3.4.3.4.1 Take-off alternate aerodrome</i></p> <p>3.4.3.4.1.1 A take-off alternate aerodrome shall be selected and specified in the flight plan if either the meteorological conditions at the aerodrome of departure are below the applicable aerodrome landing minima for that operation or if it would not be possible to return to the aerodrome of departure for other reasons.</p> <p>3.4.3.4.1.2 The take-off alternate aerodrome shall be located within the following flight time from the aerodrome of departure:</p> <p>a) for aeroplanes with two engines, one hour of flight time at a one-engine-inoperative cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass; or</p> <p>b) for aeroplanes with three or more engines two hours of flight time at an all engines operating cruising speed, determined from the aircraft operating manual, calculated in ISA and still-air conditions using the actual take-off mass.</p> <p>3.4.3.4.1.3 For an aerodrome to be selected as a take-off alternate the available information shall indicate that, at the estimated time of use, the conditions will be at or above the applicable aerodrome operating minima for that operation.</p>





A6-II-3.4.3.5

3.4.3.5.1 An aeroplane shall carry a sufficient amount of usable fuel to complete the planned flight safely and to allow for deviations from the planned operation.

3.4.3.5.2 The amount of usable fuel to be carried shall, as a minimum, be based on:

a) fuel consumption data:

1) provided by the aeroplane manufacturer; or

2) if available, current aeroplane-specific data derived from a fuel consumption monitoring system; and

b) the operating conditions for the planned flight including:

1) anticipated aeroplane mass;

2) Notices to Airmen;

3) current meteorological reports or a combination of current reports and forecasts;

4) air traffic services procedures, restrictions and anticipated delays; and

5) the effects of deferred maintenance items and/or configuration deviations.

3.4.3.5.3 The pre-flight calculation of usable fuel required shall include:

a) *taxi fuel*, which shall be the amount of fuel expected to be consumed before take-off taking into account local conditions at the departure aerodrome and auxiliary power unit (APU) fuel consumption;

b) *trip fuel*, which shall be the amount of fuel required to enable the aeroplane to fly from take-off until landing at the destination aerodrome taking into account the operating conditions of 3.4.3.5.2 b);

c) *contingency fuel*, which shall be the amount of fuel required to compensate for unforeseen factors. It shall be not less than five per cent of the planned trip fuel;

d) *destination alternate fuel*, which shall be:

1) where a destination alternate aerodrome is required, the amount of fuel required to enable the aeroplane to:

i) perform a missed approach at the destination aerodrome;

ii) climb to the expected cruising altitude;

iii) fly the expected routing;

iv) descend to the point where the expected approach is initiated; and

v) conduct the approach and landing at the destination alternate aerodrome; or

2) where a flight is operated without a destination alternate aerodrome, the amount of fuel required to enable the aeroplane to fly for 15 minutes at holding speed at 450 m (1 500 ft) above destination aerodrome elevation in standard conditions; or

3) where the aerodrome of intended landing is an isolated aerodrome:

i) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes plus 15 per cent of the flight time planned





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	<p>to be spent at cruising level, including final reserve fuel, or two hours, whichever is less; or</p> <p>ii) for a turbine-engined aeroplane, the amount of fuel required to fly for two hours at normal cruise consumption above the destination aerodrome, including final reserve fuel;</p> <p>e) <i>final reserve fuel</i>, which shall be the amount of fuel on arrival at the destination alternate aerodrome, or the destination aerodrome when no destination alternate aerodrome is required:</p> <p>1) for a reciprocating engine aeroplane, the amount of fuel required to fly for 45 minutes; or</p> <p>2) for a turbine-engined aeroplane, the amount of fuel required to fly for 30 minutes at holding speed at 450 m (1 500 ft) above aerodrome elevation in standard conditions;</p> <p>f) <i>additional fuel</i>, which shall be the supplementary amount of fuel required to enable the aircraft to descend as necessary and proceed to land at an alternate aerodrome in the event of engine failure or loss of pressurization based on the assumption that such a failure occurs at the most critical point along the route;</p>
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A6-II-3.4.3.6.1	The operator shall establish policies and procedures to ensure that in-flight fuel checks and fuel management are performed.
A6-II-3.4.3.8 A6-II-3.4.3.8.2	3.4.3.8.1 An aeroplane shall not be refuelled when passengers are embarking, on board or disembarking unless it is properly attended by qualified personnel ready to initiate and direct an evacuation of the aeroplane by the most practical and expeditious means available. 3.4.3.8.2 When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane's intercommunication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.
A6-II-3.4.3.9	3.4.3.9.1 A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply: a) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa. 3.4.3.9.2 A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when an aeroplane is operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely within four minutes to a flight altitude at which the atmospheric pressure is equal to 620 hPa, there shall be no less than a 10-minute supply for the occupants of the passenger compartment.
A6-II-3.4.4.2	3.4.4.2.1 All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been required in 3.4.3.9.1 or 3.4.3.9.2. 3.4.4.2.2 All flight crew members of pressurized aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.
A6-II-3.4.5.3	The pilot-in-command shall be responsible for reporting all known or suspected defects in the aeroplane, to the operator, at the termination of the flight.
A6-II-3.4.5.4	The pilot-in-command shall be responsible for the journey log book or the general declaration containing the information listed in 2.8.2.





A6-II-3.4.6	The operator shall specify procedures to ensure that all baggage carried onto an aeroplane and taken into the passenger cabin is adequately and securely stowed.
A6-II-3.5.2.2	An aeroplane shall be operated in compliance with the terms of its certificate of airworthiness and within the approved operating limitations contained in its flight manual.
A6-II-3.5.2.4	A flight shall not be commenced unless the performance information provided in the flight manual indicates that the Standards of 3.5.2.5 to 3.5.2.9 can be complied with for the flight to be undertaken.
A6-II-3.5.2.6	<p>a) The mass of the aeroplane at the start of take-off shall not exceed the mass at which 3.5.2.7 is complied with, or the mass at which 3.5.2.8 and 3.5.2.9 are complied with, allowing for expected reductions in mass as the flight proceeds, and for such fuel jettisoning as is envisaged in applying 3.5.2.8 and 3.5.2.9 and, in respect of alternate aerodromes, 3.5.2.6 c) and 3.5.2.9.</p> <p>b) In no case shall the mass at the start of take-off exceed the maximum take-off mass specified in the flight manual for the pressure altitude appropriate to the elevation of the aerodrome, and if used as a parameter to determine the maximum take-off mass, any other local atmospheric condition.</p> <p>c) In no case shall the estimated mass for the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the maximum landing mass specified in the flight manual for the pressure altitude appropriate to the elevation of those aerodromes, and if used as a parameter to determine the maximum landing mass, any other local atmospheric condition.</p> <p>d) In no case shall the mass at the start of take-off, or at the expected time of landing at the aerodrome of intended landing and at any destination alternate aerodrome, exceed the relevant maximum masses at which compliance has been demonstrated with the applicable noise certification Standards in Annex 16, Volume I, unless otherwise authorized in exceptional circumstances for a certain aerodrome or a runway where there is no noise disturbance problem, by the competent authority of the State in which the aerodrome is situated.</p>
A6-II-3.6.1.1	Where a master minimum equipment list (MMEL) is established for the aircraft type, the operator shall include in the operations manual a minimum equipment list (MEL) approved by the State of Registry of the aeroplane which will enable the pilot-in-command to determine whether a flight may be commenced or continued from any intermediate stop should any instrument, equipment or systems become inoperative.
A6-II-3.6.2.1(a)	<p>In addition to the requirements contained in 2.4.2.2, an aeroplane shall be equipped with:</p> <p>a) accessible and adequate medical supplies appropriate to the number of passengers the aeroplane is authorized to carry;</p>



A6-II-3.6.2.1(c)	In addition to the requirements contained in 2.4.2.2, an aeroplane shall be equipped with: c) a safety harness for each flight crew seat. The safety harness for each pilot seat shall incorporate a device which will automatically restrain the occupant's torso in the event of rapid deceleration;
A6-II-3.6.2.1(e)	In addition to the requirements contained in 2.4.2.2, an aeroplane shall be equipped with: e) means of ensuring that the following information and instructions are conveyed to passengers: 1) when seat belts are to be fastened; 2) when and how oxygen equipment is to be used if the carriage of oxygen is required; 3) restrictions on smoking; 4) location and use of life jackets or equivalent individual flotation devices where their carriage is required; 5) location of emergency equipment; and 6) location and method of opening emergency exits.
A6-II-3.6.2.2(a)	An aeroplane shall carry: a) the operations manual prescribed in 3.4.2.2, or those parts of it that pertain to flight operations;
A6-II-3.6.2.2(b)	An aeroplane shall carry: b) the flight manual for the aeroplane, or other documents containing performance data required for the application of Chapter 3.5 and any other information necessary for the operation of the aeroplane within the terms of its certificate of airworthiness, unless these data are available in the operations manual;
A6-II-3.6.2.2(c)	An aeroplane shall carry: c) the checklists to which 3.4.2.5 refers.
A6-II-3.6.3.2	<p>3.6.3.2.1 Applicability</p> <p>3.6.3.2.1.1 All turbine-engined aeroplanes of a maximum certificated take-off mass of over 5 700 kg for which the application for type certification is submitted to a Contracting State on or after 1 January 2016 and required to be operated by more than one pilot shall be equipped with a CVR.</p> <p>3.6.3.2.1.2 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1987 shall be equipped with a CVR.</p> <p>3.6.3.2.2 Duration</p> <p>3.6.3.2.2.1 All aeroplanes of a maximum certificated take-off mass of over 27 000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 2021 shall be equipped with a CVR capable of retaining the information recorded during at least the last 25 hours of its operation.</p>





A6-II-3.6.3.4	<p>3.6.3.4.1 The operator of an aeroplane operated on an extended flight over water shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching. The operator shall take into account the operating environment and conditions such as, but not limited to, sea state and sea and air temperatures, the distance from land suitable for making an emergency landing, and the availability of search and rescue facilities. Based upon the assessment of these risks, the operator shall, in addition to the equipment required in 2.4.4.3, ensure that the aeroplane is appropriately equipped with:</p> <p>a) life saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such life saving equipment, including means of sustaining life, as is appropriate to the flight to be undertaken; and</p> <p>b) equipment for making the distress signals described in Annex 2.</p> <p>3.6.3.4.2 Each life jacket and equivalent individual flotation device, when carried in accordance with 2.4.4.3, shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons, except where the requirement of 2.4.4.3.1 is met by the provision of individual flotation devices other than life jackets.</p>
A6-II-3.6.3.5	<p>Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1990.</p> <p>3.6.3.5.1 Pressurized aeroplanes intended to be operated at flight altitudes at which the atmospheric pressure is less than 376 hPa shall be equipped with a device to provide positive warning to the flight crew of any dangerous loss of pressurization.</p> <p>3.6.3.5.2 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa in personnel compartments shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 3.4.3.9.1.</p> <p>3.6.3.5.3 An aeroplane intended to be operated at flight altitudes at which the atmospheric pressure is less than 700 hPa but which is provided with means of maintaining pressures greater than 700 hPa in personnel compartments shall be provided with oxygen storage and dispensing apparatus capable of storing and dispensing the oxygen supplies required in 3.4.3.9.2.</p>
A6-II-3.6.4	<p>Aeroplanes shall be equipped with suitable de-icing and/or anti-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.</p>





<p>A6-II-3.6.8</p> <p>A6-II-3.6.8.1</p>	<p>3.6.8.1 Aeroplanes for which the individual certificate of airworthiness is first issued on or after 1 January 1981 Aeroplanes shall be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 in respect of emergency evacuation.</p> <p>3.6.8.2 Aeroplanes for which the individual certificate of airworthiness was first issued before 1 January 1981</p> <p>3.6.8.2.1 Recommendation.— <i>Aeroplanes should be equipped with a forward or rearward facing seat (within 15 degrees of the longitudinal axis of the aeroplane), fitted with a safety harness for the use of each cabin crew member required to satisfy the intent of 3.12.1 in respect of emergency evacuation.</i></p> <p><i>Note.— Safety harness includes shoulder straps and a seat belt which may be used independently.</i></p> <p>3.6.8.2.2 Cabin crew seats provided in accordance with 3.6.8.1 or 3.6.8.2.1 shall be located near floor level and other emergency exits as required by the State of Registry for emergency evacuation.</p>
<p>A6-II-3.6.9.2</p>	<p>3.6.9.2 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg, or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 1 January 2007, shall be equipped with an airborne collision avoidance system (ACAS II).</p>
<p>A6-II-3.6.11</p>	<p>All flight crew members required to be on flight deck duty shall communicate through boom or throat microphones below the transition level/altitude.</p>
<p>A6-II-3.7.3</p>	<p>3.7.3.1 The operator of an aeroplane shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless the State of Registry has approved the operator's procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the existing equipment. The State of Registry shall ensure that the operator continues to monitor both the process and products.</p> <p><i>Note.— Guidance relating to the processes that data suppliers may follow is contained in RTCA DO-200A/EUROCAE ED-76 and RTCA DO-201A/EUROCAE ED-77.</i></p> <p>3.7.3.2 The operator shall implement procedures that ensure the timely distribution and insertion of current and unaltered electronic navigation data to all necessary aeroplanes.</p>
<p>A6-II-3.12.1</p>	<p>The requirement for cabin crew for each type of aeroplane shall be determined by the operator, based on seating capacity or the number of passengers carried, in order to effect a safe and expeditious evacuation of the aeroplane, and the necessary functions to be performed in an emergency or a situation requiring emergency evacuation. The operator shall assign these functions for each type of aeroplane.</p>



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A6-II-3.12.3	Each cabin crew member shall be seated with seat belt or, when provided, safety harness fastened during take-off and landing and whenever the pilot-in-command so directs.
A6-II-3.12.4.1	The operator shall ensure that a training programme is completed by all persons before being assigned as a cabin crew member.
A6-II-Appendix 2.4	1.1 Specific approvals shall have a standardized format which contains the minimum information required in the specific approval template. 2. SPECIFIC APPROVAL TEMPLATE
A6-II-Att. 3.A A6-II-Att. 3.A(f)	The following is the suggested content of a company operations manual. It may be issued in separate parts corresponding to specific aspects of an operation. It should include the instructions and information necessary to enable the personnel concerned to perform their duties safely and shall contain at least the following information: a) table of contents; b) amendment control page and list of effective pages, unless the entire document is reissued with each amendment and the document has an effective date on it; c) duties, responsibilities and succession of management and operating personnel; d) operator safety management system; e) operational control system; f) MEL procedures (where applicable); g) normal flight operations; h) standard operating procedures (SOPs); i) weather limitations; j) flight and duty time limitations; k) emergency operations; l) accident/incident considerations; m) personnel qualifications and training; n) record keeping; o) a description of the maintenance control system; p) security procedures (where applicable); q) performance operating limitations; r) use/protection of FDR/CVR records (where applicable); s) handling of dangerous goods; and t) use of head-up displays (HUD)/enhanced vision systems (EVS).





A6-II-Att. 3.B

A6-II-Att. 3.B(3)

A6-II-Att. 3.B(9)

1. If deviations from the requirements of States in the certification of aircraft were not permitted, an aircraft could not be flown unless all systems and equipment were operable. Experience has proved that some unserviceability can be accepted in the short term when the remaining operative systems and equipment provide for continued safe operations.
2. The State should indicate through approval of a minimum equipment list those systems and items of equipment that may be inoperative for certain flight conditions with the intent that no flight can be conducted with inoperative systems and equipment other than those specified.
3. A minimum equipment list, approved by the State of the Operator, is therefore necessary for each aircraft, based on the master minimum equipment list established for the aircraft type by the organization responsible for the type design in conjunction with the State of Design.
4. The State of the Operator should require the operator to prepare a minimum equipment list designed to allow the operation of an aircraft with certain systems or equipment inoperative provided an acceptable level of safety is maintained.
5. The minimum equipment list is not intended to provide for operation of the aircraft for an indefinite period with inoperative systems or equipment. The basic purpose of the minimum equipment list is to permit the safe operation of an aircraft with inoperative systems or equipment within the framework of a controlled and sound programme of repairs and parts replacement.
6. Operators are to ensure that no flight is commenced with multiple minimum equipment list items inoperative without determining that any interrelationship between inoperative systems or components will not result in an unacceptable degradation in the level of safety and/or undue increase in the flight crew workload.
7. The exposure to additional failures during continued operation with inoperative systems or equipment should also be considered in determining that an acceptable level of safety is being maintained. The minimum equipment list may not deviate from requirements of the flight manual limitations section, emergency procedures or other airworthiness requirements of the State of Registry or of the State of the Operator unless the appropriate airworthiness authority or the flight manual provides otherwise.
8. Systems or equipment accepted as inoperative for a flight should be placarded where appropriate and all such items should be noted in the aircraft technical log to inform the flight crew and maintenance personnel of the inoperative system or equipment.
9. For a particular system or item of equipment to be accepted as inoperative, it may be necessary to establish a maintenance procedure, for completion prior to flight, to deactivate or isolate the system or equipment. It may similarly be necessary to prepare an appropriate flight crew operating procedure.
10. The responsibilities of the pilot-in-command in accepting an aeroplane for operation with deficiencies in accordance with a minimum equipment list are specified in 2.2.3.1.





ICAO Annex 7

Standard Reference	Standard Text
A7-8.1	The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1. <i>Note. — The size of the form is at the discretion of the State of Registry or common mark registering authority.</i>
A7-8.2	When certificates of registration are issued in a language other than English, they shall include an English translation.
A7-9	9.1 An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties. 9.2 The identification plate shall be secured to the aircraft in a prominent position near the main entrance or: a) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and b) in the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.





ICAO Annex 8

Standard Reference	Standard Text
A8-II-3.3.1	The Certificate of Airworthiness shall contain the information shown in Figure 1 and shall be generally similar to it.
A8-II-3.3.2	When Certificates of Airworthiness are issued in a language other than English, they shall include an English translation.
A8-II-3.5	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.
A8-II-3.6	<p>3.6.1. When an aircraft has sustained damage, the State of Registry shall judge whether the damage is of a nature such that the aircraft is no longer airworthy as defined by the appropriate airworthiness requirements.</p> <p>3.6.2. If the damage is sustained or ascertained when the aircraft is in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming its flight on the condition that they shall advise the State of Registry immediately, communicating to it all details necessary to formulate the judgement referred to in 3.6.1.</p> <p>3.6.3. When the State of Registry considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition. The State of Registry may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non-commercial air transport operation to an aerodrome at which it will be restored to an airworthy condition. In prescribing particular limiting conditions, the State of Registry shall consider all limitations proposed by the Contracting State that had originally, in accordance with 3.6.2, prevented the aircraft from resuming its flight. That Contracting State shall permit such flight or flights within the prescribed limitations.</p> <p>3.6.4. When the State of Registry considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.</p>
A8-II-6.5.2	The maintenance organization shall have the necessary technical data, equipment, tools and material to perform the work for which it is approved.
A8-II-6.6.3	The maintenance organization shall employ the necessary personnel to plan, perform, supervise, inspect and release the maintenance work to be performed.
A8-II-6.8	6.8.1. A maintenance release shall be completed and signed to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedure described in the maintenance organization's procedures manual.
A8-II-6.8.1	
A8-II-6.8.2	6.8.2. A maintenance release shall be signed and include the following:





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	a) basic details of the maintenance carried out including detailed reference to the data used; b) the date such maintenance was completed; c) the identity of the approved maintenance organization; and d) the identity of the person or persons signing the release.
A8-III A-1.4	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.
A8-III A-1.5	1.5.1. Compliance with the appropriate airworthiness requirements shall be based on evidence from tests, calculations, or calculations based on tests, provided that in each case the accuracy achieved will ensure a level of airworthiness equal to that which would be achieved were direct tests conducted. 1.5.2. The tests of 1.5.1 shall be such as to provide reasonable assurance that the aeroplane, and its components, systems and equipment, are reliable and function correctly under the anticipated operating conditions.
A8-III A-4.1.4	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.
A8-III A-4.1.6(c)	Crew environment. The design of the flight crew compartment shall be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference. Consideration shall be given at least to the following: layout and identification of controls and instruments, rapid identification of emergency situations, sense of controls, ventilation, heating and noise.
A8-III A-4.1.6(d)	Pilot vision. The arrangement of the pilot compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the pilot windshield shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.
A8-III A-4.1.6(f)	Fire precautions. The design of the aeroplane and the materials used in its manufacture, including cabin interior furnishing materials replaced during major refurbishing, shall be such as to minimize the possibility of in-flight and ground fires and also to minimize the production of smoke and toxic gases in the event of a fire. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused.
A8-III A-4.1.6(g)	Fire suppression. For aeroplanes for which the application for certification was submitted on or after 12 March 2000, cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.
A8-III A-4.1.6(i)	Protection of the flight crew compartment from smoke and fumes.





	<p>1) For aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60 and for which the application for certification was submitted on or after 12 March 2000, means shall be provided to minimize entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane.</p> <p>2) Recommendation.— For aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 45 500 kg and for which the application for certification was submitted on or after 12 March 2000, means should be provided to minimize entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane.</p>
<p>A8-III A-4.1.7</p> <p>A8-III A-4.1.7.1</p> <p>A8-III A-4.1.7.2</p>	<p>4.1.7.1. Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.</p> <p>4.1.7.2. Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.</p> <p>4.1.7.3. The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.</p> <p>4.1.7.4. On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.</p>
A8-III A-8.2	Instrument and equipment installations shall comply with the Standards of Chapter 4.
A8-III A-8.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.
A8-III A-9.1	The operating limitations within which compliance with the Standards of this Annex is determined, together with any other information necessary to the safe operation of the aeroplane, shall be made available by means of an aeroplane flight manual, markings and placards, and such other means as may effectively accomplish the purpose. The limitations and information shall include at least those prescribed in 9.2, 9.3 and 9.4.
A8-III A-9.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.
A8-IIIB-1.4	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.



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A8-IIIB-1.5	The means by which compliance with the appropriate airworthiness requirements is demonstrated shall ensure that in each case the accuracy achieved will be such as to provide reasonable assurance that the aeroplane, its components and equipment comply with the requirements and are reliable and function correctly under the anticipated operating conditions.
A8-IIIB-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.
A8-IIIB-4.2(c)	Crew environment. The design of the flight crew compartment shall be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference. Consideration shall be given at least to the following: layout and identification of controls and instruments, rapid identification of emergency situations, sense of controls, ventilation, heating and noise.
A8-IIIB-4.2(d)	Pilot vision. The arrangement of the flight crew compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the windshield shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.
A8-IIIB-4.2(f)	Fire precautions. 1) The design of the aeroplane and the materials used in its manufacture shall be such so as to minimize the risk of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover resulting from heat release in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste. 2) For aeroplanes for which application for certification was submitted on or after 24 February 2013, design precautions shall be taken to minimize the risk of an uncontained fire initiating in areas of the aeroplane that contain high concentrations of wiring or equipment that are not normally accessible in flight.
A8-IIIB-4.2(g)	Cargo compartment protection. 1) Each cargo compartment accessible to a crew member in a passenger-carrying aeroplane shall be equipped with a fire suppression system; 2) each cargo compartment not accessible to a crew member shall be equipped with a built-in fire detection system and a built-in fire suppression system; and 3) until 7 March 2021, cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.





	3) as of 7 March 2021, for aeroplanes of a maximum certificated take-off mass in excess of 45 000 kg or with a passenger seating capacity greater than 60, cargo compartment fire suppression systems, including their extinguishing agents, shall be designed so as to take into account a sudden and extensive fire such as could be caused by an explosive or incendiary device or dangerous goods.
A8-IIIB-4.2(i)	Protection of the flight crew compartment from smoke and fumes. 1) For aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60, means shall be provided to minimize entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane. 2) Recommendation.— For aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 45 500 kg, means should be provided to minimize entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane.
A8-IIIB-4.6 A8-IIIB-4.6.1 A8-IIIB-4.6.2 A8-IIIB-4.6.4	4.6.1. Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment. 4.6.2. Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose. 4.6.4. On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.
A8-IIIB-6.2	Instrument and equipment installations shall comply with the Standards of Chapter 4.
A8-IIIB-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.
A8-IIIB-7.1	The operating limitations within which compliance with the Standards of this Annex is determined, together with any other information necessary to the safe operation of the aeroplane, shall be made available by means of a flight manual, markings and placards, and such other means as may effectively accomplish the purpose.
A8-IIIB-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.
A8-IIIB-8.4 A8-IIIB-8.4(d)	The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include: a) number of seats and seating configuration;





	<ul style="list-style-type: none"> b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.
A8-IIIB-8.5	<p>Emergency lighting shall be provided and shall have the following characteristics:</p> <ul style="list-style-type: none"> a) independence from main electrical supply; b) automatic activation upon loss of normal power/impact; c) visual indication of the path to emergency exits in smoke-filled cabin conditions; d) illumination both inside and outside the aeroplane during evacuation; and e) no additional hazard in the event of fuel spillage.
A8-VA-1.3	Under all anticipated operating conditions, the aeroplane shall not possess any feature or characteristic that renders it unsafe.
A8-VA-1.4	The means by which compliance with the appropriate airworthiness requirements is demonstrated shall ensure that in each case the accuracy achieved will be such as to provide reasonable assurance that the aeroplane, its components and equipment comply with the requirements and are reliable and function correctly under the anticipated operating conditions.
A8-VA-4.1.5	The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.
A8-VA-4.2(c)	Crew environment. The design of the flight crew compartment shall be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference. Consideration shall be given at least to the following: layout and identification of controls and instruments, rapid identification of emergency situations, sense of controls, ventilation, heating and noise.
A8-VA-4.2(d)	Pilot vision. The arrangement of the flight crew compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the aeroplane, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the windshield shall permit, under precipitation conditions of moderate rain, sufficient vision for the normal conduct of flight and for the execution of approaches and landings.
A8-VA-4.2(f)	Fire precautions. The design of the aeroplane and the materials used in its manufacture shall be such so as to minimize the risk of in-flight and ground fires, and to minimize the production of smoke and toxic gases in the event of a fire.
A8-VA-4.6.1	Provisions shall be made in the design of the aeroplane to protect the occupants, in the event of an emergency landing, from fire and from the direct effects of deceleration forces as well as from injuries arising from the effect of deceleration forces on the aeroplane's interior equipment.





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A8-VA-4.6.2	Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane and shall be shown to be suitable for their intended purpose.
A8-VA-6.2	Instrument and equipment installations shall comply with the Standards of Chapter 4.
A8-VA-6.3	Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.
A8-VA-7.1	The operating limitations within which compliance with the Standards of this Annex is determined, together with any other information necessary to the safe operation of the aeroplane, shall be made available by means of a flight manual, markings and placards, and such other means as may effectively accomplish the purpose.
A8-VA-7.6.2	Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (towing, refuelling, etc.) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.
A8-VA-8.4 A8-VA-8.4(d)	The aeroplane shall be equipped with sufficient emergency exits to allow for cabin evacuation within an appropriate time period. Items to be considered, appropriate to the size of the aeroplane, shall include: a) number of seats and seating configuration; b) number, location and size of exits; c) marking of exits and provision of instructions for use; d) likely blockages of exits; e) operation of exits; and f) positioning and weight of evacuation equipment at exits, e.g. rafts.





ICAO Annex 10

Standard Reference	Standard Text
A10-III-II-5.1.4	From 1 January 2005, emergency locator transmitters shall operate on 406 MHz and 121.5 MHz simultaneously.
A10-IV-4.3.5.3.1	New ACAS installations after 1 January 2014 shall monitor own aircraft's vertical rate to verify compliance with the RA sense. If non-compliance is detected, ACAS shall stop assuming compliance, and instead shall assume the observed vertical rate.
A10-IV-4.3.5.3.3	After 1 January 2017, all ACAS units shall comply with the requirements stated in 4.3.5.3.1.





ICAO Annex 15

Standard Reference	Standard Text
A15-6.2.1	<p>Information concerning the following circumstances shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days, including 8 November 2018:</p> <ul style="list-style-type: none"> a) limits (horizontal and vertical), regulations and procedures applicable to: <ul style="list-style-type: none"> 1) flight information regions; 2) control areas; 3) control zones; 4) advisory areas; 5) air traffic services (ATS) routes; 6) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ); 7) permanent areas or routes or portions thereof where the possibility of interception exists; b) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities; c) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures; d) transition levels, transition altitudes and minimum sector altitudes; e) meteorological facilities (including broadcasts) and procedures; f) runways and stopways; g) taxiways and aprons; h) aerodrome ground operating procedures (including low visibility procedures); i) approach and runway lighting; and j) aerodrome operating minima if published by a State.
A15-6.2.2	6.2.2 The information notified under the AIRAC system shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.
A15-6.3.3	6.3.3.1 Data sets shall be amended or reissued at such regular intervals as may be necessary to keep them up to date.





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6.3.3.2 Permanent changes and temporary changes of long duration (three months or longer) made available as digital data shall be issued in the form of a complete data set or a subset that includes only the differences from the previously issued complete data set.
6.3.3.5 Updates to AIP and digital data sets shall be synchronized.





ICAO Annex 16, Volume I

Standard Reference	Standard Text
A16-I-II-1.4	The documents attesting noise certification shall be approved by the State of Registry and shall be required by that State to be carried on the aircraft.
A16-I-II-1.5	<p>The documents attesting noise certification for an aircraft shall provide at least the following information:</p> <p>Item 1. Name of State.</p> <p>Item 2. Title of the noise document.</p> <p>Item 3. Number of the document.</p> <p>Item 4. Nationality or common mark and registration marks.</p> <p>Item 5. Manufacturer and manufacturer's designation of aircraft.</p> <p>Item 6. Aircraft serial number.</p> <p>Item 7. Engine manufacturer, type and model.</p> <p>Item 8. Propeller type and model for propeller-driven aeroplanes.</p> <p>Item 9. Maximum take-off mass in kilograms.</p> <p>Item 10. Maximum landing mass, in kilograms, for certificates issued under Chapters 2, 3, 4, 5, 12 and 14 of this Annex.</p> <p>Item 11. The chapter and section of this Annex according to which the aircraft was certificated.</p> <p>Item 12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards.</p> <p>Item 13. The lateral/full-power noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 12 and 14 of this Annex.</p> <p>Item 14. The approach noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 8, 12, 13 and 14 of this Annex.</p> <p>Item 15. The flyover noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 12 and 14 of this Annex.</p> <p>Item 16. The overflight noise level in the corresponding unit for documents issued under Chapters 6, 8, 11 and 13 of this Annex.</p> <p>Item 17. The take-off noise level in the corresponding unit for documents issued under Chapters 8, 10 and 13 of this Annex.</p> <p>Item 18. Statement of compliance, including a reference to Annex 16, Volume I.</p> <p>Item 19. Date of issuance of the noise certification document.</p> <p>Item 20. Signature of the officer issuing it.</p>





ICAO Annex 18

Standard Reference	Standard Text
A18-4.2	The dangerous goods described hereunder shall be forbidden on aircraft unless exempted by the States concerned under the provisions of 2.1 or unless the provisions of the Technical Instructions indicate they may be transported under an approval granted by the State of Origin: a) dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; and b) infected live animals.
A18-4.3	Articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances shall not be carried on any aircraft.
A18-5.1	Dangerous goods shall be packed in accordance with the provisions of this chapter and as provided for in the Technical Instructions.
A18-8.1	An operator shall not accept dangerous goods for transport by air: a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.
A18-8.3	Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.
A18-8.4	8.4.1 Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft. 8.4.2 A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein. 8.4.3 Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organization, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated. 8.4.4 Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.





A18-8.5	Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.
A18-8.6	8.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay. 8.6.2 An aircraft which has been contaminated by radioactive materials shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.
A18-8.7	8.7.1 Packages containing dangerous goods which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage. 8.7.2 Packages of toxic and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions. 8.7.3 Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions.
A18-8.8	When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.7.3 are met at all times.
A18-8.9	Packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in accordance with the provisions in the Technical Instructions.
A18-9.1	The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.
A18-9.2	The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.





European (EUR) Regional Supplementary Procedures (ICAO Doc 7030)

Standard Reference	Standard Text
EUR 2.1.2.1	Operators of aircraft approved for B-RNAV shall indicate in the flight plan the availability of equipment and capabilities relevant to RNAV 5
EUR 2.1.2.2	Operators of aircraft approved for P-RNAV, not relying solely on VOR/DME for determination of position, shall indicate in the flight plan the availability of equipment and capabilities relevant to RNAV 1.
EUR 2.1.2.3	Operators of aircraft approved for P-RNAV, relying solely on VOR/DME for determination of position, shall insert the letter Z in Item 10a of the flight plan and the descriptor EURPRNAV in Item 18 of the flight plan, following the NAV/ indicator.
EUR 2.1.5.1	The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form.
EUR 2.1.5.2	Operators of RVSM-approved aircraft shall also include the letter W in Item Q of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a modification of the RVSM approval status as stated in Item Q, a modification message (CHG) shall be submitted by the operator.
EUR 2.1.6.1	Except for operations within the airspace designated in accordance with 9.7.1.1, operators of non-RVSM approved aircraft shall flight plan to operate outside the RVSM airspace as specified in 4.2.1.





ICAO Doc 9284, Technical Instructions for the Safe Transport of Dangerous Goods by Air

Standard Reference	Standard Text
Doc 9284 (Part 3-4.1.1, 4.1.3, 4.3.1, 4.3.2, 5.1.2)	<p>4.1.1 Limited quantities of dangerous goods may only be carried in accordance with the limitations and provisions of this chapter and must meet all the applicable requirements of the Technical Instructions unless otherwise provided for below.</p> <p>4.1.3 The limitations and provisions of this chapter for the transport of dangerous goods in limited quantities apply equally to both passenger and cargo aircraft.</p> <p>4.3.1 The net quantity per package must not exceed the quantity specified in column 11 of Table 3-1 against the packing instruction number identified by the prefix letter "Y" in column 10.</p> <p>4.3.2 The gross mass per package must not exceed 30 kg.</p> <p>5.1.2 Dangerous goods which may be carried as excepted quantities in accordance with this chapter are shown in column 9 of the dangerous goods list by means of an alphanumeric code as indicated in Table 3-3 below:</p>
Doc 9284 (Part 4-1.1.1)	<p>Dangerous goods must be packed in good quality packagings, which must be strong enough to withstand the shocks and loadings normally encountered during transport, including removal from a pallet, unit load device or overpack for subsequent manual or mechanical handling. Packagings must be constructed and closed so as to prevent any loss of contents when prepared for transport, which may be caused under normal conditions of transport, by vibration, or by changes in temperature, humidity or pressure (resulting from altitude, for example). Packagings (including inner packagings and receptacles) must be closed in accordance with the information provided by the manufacturer. No dangerous residue must adhere to the outside of packages during transport. These provisions apply, as appropriate, to new, reused, reconditioned or re-manufactured packagings.</p>
Doc 9284 (Part 7-2.8)	<p>2.8.1 Each unit load device containing dangerous goods which require a class hazard label must display an identification tag on its exterior indicating that dangerous goods are contained within the unit load device, unless those hazard class labels are themselves visible.</p> <p>2.8.2 The identification tag must:</p> <ul style="list-style-type: none"> a) have a border of prominent red hatchings on both sides and be visible at all times; b) have minimum dimensions of 148 mm × 210 mm; and c) be legibly marked with the primary and subsidiary hazard class(es) or division(s) numbers of such dangerous goods. <p>2.8.3 When placed inside a protective tag holder, the information on the identification tag must be legible and visible.</p> <p>2.8.4 If the unit load device contains packages bearing the "Cargo aircraft only" label, either that label must be visible or the identification tag must indicate that the unit load device can be loaded only on a cargo aircraft.</p> <p>2.8.5 The identification tag must be removed from the unit load device immediately after the dangerous goods have been unloaded.</p>





Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91

Standard Reference	Standard Text
Regulation (EU) 2018/1139, Art. 9.2	As regards noise and emissions, those aircraft and their engines, propellers, parts and non-installed equipment shall comply with the environmental protection requirements contained in Amendment 13 of Volume I, in Amendment 10 of Volume II, and in Amendment 1 to Volume III, all as applicable on 1 January 2021, of Annex 16 to the Chicago Convention.
Regulation (EU) 2018/1139, Art. 60	1.The operation of the aircraft referred to in point (c) of Article 2(1) for commercial air transport shall be subject to certification and shall be issued with an authorisation. [...]The authorisation shall specify the privileges granted to the operator and the scope of the operations.
Regulation (EU) 2018/1139, Annex IV, 4.1	4.1. General Cabin crew members must: (a) be trained and checked on a regular basis to attain and maintain an adequate level of competency in order to perform their assigned safety duties; and (b) be periodically assessed for medical fitness to safely exercise their assigned safety duties. Compliance must be shown by appropriate assessment based on aero-medical best practice.
Regulation (EU) 2018/1139, Annex V, 2(c)(i)	A flight must not be commenced unless it has been ascertained by reasonable means available that all the following conditions are complied with: (c) the pilot in command must be satisfied that: (i) the aircraft is airworthy as specified in point 6;
Regulation (EU) 2018/1139, Annex V, 6.1	The aircraft must not be operated unless: (a) the aircraft is airworthy and in a condition for safe and environmentally compatible operation; (b) the operational and emergency equipment necessary for the intended flight is serviceable; (c) the airworthiness document and, if applicable, the noise certificate of the aircraft is valid; and (d) the maintenance of the aircraft is performed in accordance with the applicable requirements.





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Regulation (EU) 2018/1139, Annex V, 6.2	6.2. Before each flight or a series of consecutive flights, the aircraft must be inspected, through a pre-flight check, to determine whether it is fit for the intended flight.
Regulation (EU) 2018/1139, Annex V, 6.3	The aircraft must not be operated unless it is released to service by qualified persons or organisations, after maintenance. The signed release to service must contain in particular, the basic details of the maintenance carried out.
Regulation (EU) 2018/1139, Annex V, 7.1	The number and composition of the crew must be determined taking into account: (a) the certification limitations of the aircraft, including if applicable, the relevant emergency evacuation demonstration; (b) the aircraft configuration; and (c) the type and duration of operations.
Regulation (EU) 2018/1139, Annex V, 8.2	The operation must only be undertaken in accordance with an aircraft operator's operations manual. Such manual must contain all necessary instructions, information and procedures for all aircraft operated and for operations personnel to perform their duties. Limitations applicable to flight time, flight duty periods and rest periods for crew members must be specified. The operations manual and its revisions must be compliant with the approved flight manual and be amended as necessary.
Regulation (EU) 2018/1139, Annex V, 8.7	The prevention of fatigue must be managed through a fatigue management system. For a flight, or series of flights, such a system needs to address flight time, flight-duty periods, duty and adapted rest periods. Limitations established within the fatigue management system must take into account all relevant factors contributing to fatigue such as, in particular, number of sectors flown, time-zone crossing, sleep deprivation, disruption of circadian cycles, night hours, positioning, cumulative duty time for given periods of time, sharing of allocated tasks between crew members, and also the provision of augmented crews.





Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council

Annex 1 – Part-TCO

Standard Reference	Standard Text
TCO.115	<p>(a) The third country operator shall ensure that any person authorised by the Agency or the Member State in whose territory one of its aircraft has landed will be permitted to board such aircraft, at any time, with or without prior notice to:</p> <p>(1) inspect the documents and manuals to be carried on board and to perform inspections to ensure compliance with Part-TCO; or</p> <p>(2) carry out a ramp inspection as referred to in Annex II to Commission Regulation (EU) No 965/2012.</p> <p>(b) The third country operator shall ensure that any person authorised by the Agency is granted access to any of its facilities or documents related to its activities, including any subcontracted activities, to determine compliance with Part-TCO.</p>
TCO.200(b)(2)	<p>(b) The third country operator shall ensure that an aircraft operated into, within or out of the territory subject to the provisions of the Treaty is operated in accordance with:</p> <p>(2) the authorisation issued in accordance with this Regulation and the scope and privileges defined in the specifications attached to it.</p>





Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council

Annex I – Definitions

Standard Reference	Standard Text
Part-DEF(120b)	(120b) 'type B EFB application' means an EFB application: (a) whose malfunction or misuse is classified as minor failure condition or below; and (b) which neither replaces nor duplicates any system or functionality required by airworthiness regulations, airspace requirements, or operational rules;
Part-DEF (ae)	(ae) 'Viewable stowage' means a non-certified device that is attached to the flight crew member (e.g. with a kneeboard) or to an existing aircraft part (e.g. using suction cups), and is intended to hold charts or to hold low-mass portable electronic devices that are viewable by the flight crewmembers at their assigned duty stations.





Annex II – Part-ARO

Standard Reference	Standard Text
ARO.GEN.310(b)	(b) When satisfied that the organisation is in compliance with the applicable requirements, the competent authority shall issue the certificate(s), as established in Appendices I and II. The certificate(s) shall be issued for an unlimited duration. The privileges and scope of the activities that the organisation is approved to conduct shall be specified in the terms of approval attached to the certificate(s).
ARO.OPS.200(b)(2)	(b) When satisfied that the operator has demonstrated compliance with the applicable requirements, the competent authority shall issue or amend the approval. The approval shall be specified in: (2) the list of specific approvals, as established in Appendix III, for non-commercial operations and specialised operations.
ARO.RAMP.106(g)	A flight crew or cabin crew member who refuses to cooperate during tests or who has been identified to be under the influence of alcohol after a positive test shall not be allowed to continue his or her duty.
Appendix II Part-ARO	Operations Specifications - EASA Form 139
Appendix III Part-ARO	List of Specific Approvals - EASA Form 140





Annex III – Part-ORO

Standard Reference	Standard Text
ORO.GEN.110(b)	(b) Every flight shall be conducted in accordance with the provisions of the operations manual.
ORO.GEN.110(e)	(e) The operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are properly instructed, have demonstrated their abilities in their particular duties and are aware of their responsibilities and the relationship of such duties to the operation as a whole.
ORO.GEN.110(h)	(h) The operator shall establish a checklist for each aircraft type to be used by crew members in all phases of flight under normal, abnormal and emergency conditions in order to ensure that the operating procedures in the operations manual are followed. The design and the usage of checklists shall observe human factors principles and take into account the latest relevant documentation from the design approval holder.
ORO.GEN.125	A certified operator shall comply with the scope and privileges defined in the operations specifications attached to the operator's certificate.
ORO.GEN.140 ORO.GEN.140(a)	(a) For the purpose of determining compliance with the relevant requirements of Regulation (EC) 2018/1139 and its delegated and implementing acts, the operator shall grant access at any time to any facility, aircraft, document, records, data, procedures or any other material relevant to its activity subject to certification, SPO authorisation or declaration, whether it is contracted or not, to any person authorised by one of the following authorities: (1) the competent authority defined in point ORO.GEN.105 of Annex III to this Regulation; (2) the authority acting under the provisions of points ARO.GEN.300(d), ARO.GEN.300(e) or Subpart RAMP of Annex II to this Regulation. (b) Access to the aircraft mentioned under (a) shall, in the case of CAT, include the possibility to enter and remain in the aircraft during flight operations unless otherwise decided by the commander for the flight crew compartment in accordance with CAT.GEN.MPA.135 in the interest of safety.
ORO.GEN.155	The operator shall implement: (a) any safety measures mandated by the competent authority in accordance with ARO.GEN.135(c); and (b) any relevant mandatory safety information issued by the Agency, including airworthiness directives.
ORO.AOC.100(a)	Without prejudice to Regulation (EC) No 1008/2008 of the European Parliament and the Council, prior to commencing commercial air transport operations, the operator shall apply for and obtain an air operator certificate (AOC) issued by the competent authority.
ORO.AOC.135(b)(2)	(2) All personnel assigned to, or directly involved in, ground and flight operations shall: (i) be properly trained;





	(ii) demonstrate their capabilities in the performance of their assigned duties; and (iii) be aware of their responsibilities and the relationship of their duties to the operation as a whole.
ORO.DEC.100	The operator of complex motor-powered aircraft engaged in non-commercial operations or non-commercial specialised operations, and the commercial specialised operator shall: (a) provide the competent authority with all relevant information prior to commencing operations, using the form contained in Appendix I to this Annex; (b) notify to the competent authority a list of the alternative means of compliance used; (c) maintain compliance with the applicable requirements and with the information given in the declaration; (d) notify the competent authority without delay of any changes to its declaration or the means of compliance it uses through submission of an amended declaration using the form contained in Appendix I to this Annex; and (e) notify the competent authority when it ceases operation.
ORO.MLR.100(a) ORO.MLR.100(a)(b)	(a) The operator shall establish an operations manual (OM) as specified under 8.b of Annex IV to Regulation (EC) No 216/2008. (b) The content of the OM shall reflect the requirements set out in this Annex, Annex IV (Part-CAT), Annex V (Part-SPA), Annex VI (Part-NCC) and Annex VIII (Part-SPO), as applicable, and shall not contravene the conditions contained in the operations specifications to the air operator certificate (AOC), the SPO authorisation or the declaration and the list of specific approvals, as applicable.
ORO.MLR.100(e)	(e) The OM shall be kept up-to-date. All personnel shall be made aware of the changes that are relevant to their duties.
ORO.MLR.100(k)	(k) The operator shall ensure that all personnel are able to understand the language in which those parts of the OM which pertain to their duties and responsibilities are written. The content of the OM shall be presented in a form that can be used without difficulty and observes human factors principles.
AMC2 ORO.MLR.100 (f)	CONTENTS OF THE OPERATIONS MANUAL FOR CERTAIN TYPES OF OPERATION For non-commercial operations with complex motor-powered aircraft, or CAT operations with either single-engined propeller-driven aeroplanes with an MOPSC of 5 or less, or single-engined non-complex helicopters with an MOPSC of 5 or less, taking off and landing at the same aerodrome or operating site, under VFR by day, the OM should contain at least the following information, where applicable: (f) Flight time limitations;
ORO.MLR.105(a)	(a) A minimum equipment list (MEL) shall be established as specified under point 8.a.3 of Annex IV to Regulation (EC) No 216/2008, based on the relevant master minimum equipment list (MMEL) as defined in the data established in accordance with Regulation (EU) No 748/2012. If an MMEL has not been established as part of the operational suitability data, the MEL may be based on the relevant MMEL accepted by the State of Operator or Registry as applicable.



ORO.MLR.105(e)(1)	(e) The operator shall: (1) establish rectification intervals for each inoperative instrument, item of equipment or function listed in the MEL. The rectification interval in the MEL shall not be less restrictive than the corresponding rectification interval in the MMEL;
ORO.MLR.105(e)(3)	(e) The operator shall: (3) only operate the aircraft after expiry of the rectification interval specified in the MEL when: (i) the defect has been rectified; or (ii) the rectification interval has been extended in accordance with (f).
ORO.MLR.105(g)(h) ORO.MLR.105(g)	(g) The operator shall establish the operational and maintenance procedures referenced in the MEL taking into account the operational and maintenance procedures referenced in the MMEL. These procedures shall be part of the operator's manuals or the MEL. (h) The operator shall amend the operational and maintenance procedures referenced in the MEL after any applicable change to the operational and maintenance procedures referenced in the MMEL.
ORO.MLR.110	Particulars of the aircraft, its crew and each journey shall be retained for each flight, or series of flights, in the form of a journey log, or equivalent.
ORO.MLR.115(b)(1)	(b) The following information used for the preparation and execution of a flight, and associated reports, shall be stored for three months: (1) the operational flight plan, if applicable;
ORO.SEC.100(a)	(a) In an aeroplane which is equipped with a secure flight crew compartment door, that door shall be capable of being locked, and means shall be provided by which the cabin crew can notify the flight crew in the event of suspicious activity or security breaches in the cabin.
ORO.SEC.100(b)	(b) All passenger-carrying aeroplanes that are engaged in the commercial transportation of passengers shall be equipped with an approved secure flight crew compartment door that is capable of being locked and unlocked from either pilot's station and designed to meet the applicable airworthiness requirements, where such airplanes fall within any of the following categories: (1) aeroplanes with an MCTOM that exceeds 54 500 kg; (2) aeroplanes with an MCTOM that exceeds 45 500 kg and have an MOPSC of more than 19; or (3) aeroplanes with an MOPSC of more than 60.
ORO.SEC.100(c)(2)	(c) In all aeroplanes which are equipped with a secure flight crew compartment door in accordance with point (b): (2) means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons to identify persons that request to enter and to detect suspicious behaviour or potential threat.





ORO.FC.100(a)(b)	<p>(a) The composition of the flight crew and the number of flight crew members at designated crew stations shall be not less than the minimum specified in the aircraft flight manual or operating limitations prescribed for the aircraft.</p> <p>(b) The flight crew shall include additional flight crew members when required by the type of operation and shall not be reduced below the number specified in the operations manual.</p>
ORO.FC.100(c)	(c) All flight crew members shall hold a licence and ratings issued or accepted in accordance with Commission Regulation (EU) No 1178/2011 and appropriate to the duties assigned to them.
ORO.CC.100	<p>(a) For the operation of aircraft with an MOPSC of more than 19, at least one cabin crew member shall be assigned when carrying one or more passenger(s).</p> <p>(b) For the purpose of complying with point (a), the minimum number of cabin crew members shall be the greatest number amongst the following:</p> <p>(1) the number of cabin crew members established during the aircraft certification process in accordance with the applicable certification specifications, for the aircraft cabin configuration used by the operator;</p> <p>(2) if the number under point (1) has not been established, the number of cabin crew members established during the aircraft certification process for the maximum certified passenger seating configuration reduced by 1 for every whole multiple of 50 passenger seats of the aircraft cabin configuration used by the operator falling below the maximum certified seating capacity;</p> <p>(3) one cabin crew member for every 50, or fraction of 50, passenger seats installed on the same deck of the aircraft to be operated.</p> <p>(c) For operations with more than one cabin crew member, the operator shall nominate one cabin crew member accountable to the pilot-in-command or the commander.</p> <p>(d) By way of derogation from point (a), non-commercial operations with aircraft with an MOPSC of more than 19 may be performed without an operating cabin crew member, subject to the prior approval by the competent authority. To obtain the approval, the operator shall ensure that all of the following conditions are fulfilled:</p> <p>(1) there are maximum 19 passengers on board;</p> <p>(2) the operator has developed procedures for that operation.</p>
ORO.CC.110(a)(3)	<p>(a) Cabin crew members shall only be assigned to duties on an aircraft if they:</p> <p>(3) have successfully completed all applicable training and checking required by this Subpart and are competent to perform the assigned duties in accordance with the procedures specified in the operations manual.</p>
Appendix I Part-ORO	Declaration





Annex IV – Part-CAT

Standard Reference	Standard Text
CAT.GEN.MPA.100(b)(1)	(b) The crew member shall: (1) report to the commander any fault, failure, malfunction or defect which the crew member believes may affect the airworthiness or safe operation of the aircraft including emergency systems, if not already reported by another crew member;
CAT.GEN.MPA.100(b)(4)	(b) The crew member shall: (4) comply with all flight and duty time limitations (FTL) and rest requirements applicable to their activities;
CAT.GEN.MPA.100(c)(1)	(c) The crew member shall not perform duties on an aircraft: (1) when under the influence of psychoactive substances or when unfit due to injury, fatigue, medication, sickness or other similar causes;
CAT.GEN.MPA.105(a)(1) CAT.GEN.MPA.105(a)(1) CAT.GEN.MPA.105(a)(1) CAT.GEN.MPA.105(a)(1) CAT.GEN.MPA.105(a)(1)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (1) be responsible for the safety of all crew members, passengers and cargo on board, as soon as the commander arrives on board the aircraft, until the commander leaves the aircraft at the end of the flight; (2) be responsible for the operation and safety of the aircraft: (i) for aeroplanes, from the moment the aeroplane is first ready to move for the purpose of taxiing prior to take-off, until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion unit(s) is(are) shut down; (8) ensure that all operational procedures and checklists are complied with in accordance with the operations manual; (11) decide on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or the minimum equipment list (MEL); (12) ensure that the pre-flight inspection has been carried out in accordance with the requirements of Annex I (Part-M) to Regulation (EU) No 1321/2014; (13) be satisfied that relevant emergency equipment remains easily accessible for immediate use; (14) record, at the termination of the flight, utilisation data and all known or suspected defects of the aircraft in the aircraft technical log or journey log of the aircraft to ensure continued flight safety.
CAT.GEN.MPA.105(a)(7)	(a) The commander, in addition to complying with CAT.GEN.MPA.100, shall: (7) ensure that all passengers are briefed on the location of emergency exits and the location and use of relevant safety and emergency equipment;





CAT.GEN.MPA.141(a)	(a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.
AMC1 CAT.GEN.MPA.141(a) (a)	(a) General: Portable EFBs may be used in all phases of the flight if secured to a certified mount or securely attached to a viewable stowage device in a manner which allows its use. Portable EFBs that do not meet the above characteristics, should be stowed during critical phases of the flight.
AMC1 CAT.GEN.MPA.141(a) (h)	(h) Viewable stowage The viewable stowage should not be positioned in such a way that it creates significant obstruction to the flight crew members' view or hinders physical access to aircraft controls and/or displays and/or aircraft safety equipment, flight crew ingress or egress. The viewable stowage as positioned should allow the flight crew to retain a sufficiently extensive, clear, and undistorted view, to enable them to safely perform any manoeuvres within the operating limitations of the aircraft, including taxiing, take-off, approach, and landing.
AMC1 CAT.GEN.MPA.141(a) (h)(3)	(h) Viewable stowage (3) The viewable stowage should be designed and installed so that it will sustain all foreseeable conditions relative to the flight environment (e.g. severe turbulence, hard landings) while retaining its structural integrity and without becoming detached. The use of restraints of the device should be considered where appropriate; Some types of means for securing viewable stowage may have characteristics that degrade noticeably with ageing or due to various environmental factors. In that case, the documentation should include procedures (e.g. crew procedures, checks, or maintenance actions) to ensure that the stowage characteristics remain within acceptable limits for the proposed operations. Securing means based on vacuums (e.g. suction cups) have holding capacities that decrease with pressure. It should be demonstrated that they will still perform their intended function at operating cabin altitudes or in the event of a rapid decompression. In addition, it should be demonstrated that if the EFB moves or is separated from its stowage, or if the viewable stowage is unsecured from the aircraft (as a result of turbulence, manoeuvring, or other action), it will not jam flight controls, damage flight deck equipment, or injure flight crew members. The risks associated with an EFB fire should be minimised by the design and location of the viewable stowage.
CAT.GEN.MPA.170(a)	(a) The operator shall take all reasonable measures to ensure that no person enters or is in an aircraft when under the influence of alcohol or drugs to the extent that the safety of the aircraft or its occupants is likely to be endangered.





CAT.GEN.MPA.180(a)(1) (15)	(a) The following documents, manuals and information shall be carried on each flight, as originals or copies unless otherwise specified:
CAT.GEN.MPA.180(a)(2)	(1) the aircraft flight manual (AFM), or equivalent document(s);
CAT.GEN.MPA.180(a)(3)	(2) the original certificate of registration;
CAT.GEN.MPA.180(a)(4)	(3) the original certificate of airworthiness (CofA);
CAT.GEN.MPA.180(a)(5) (6)	(4) the noise certificate, including an English translation, where one has been provided by the authority responsible for issuing the noise certificate;
CAT.GEN.MPA.180(a)(7)	(5) a certified true copy of the air operator certificate (AOC), including an English translation when the AOC has been issued in another language;
CAT.GEN.MPA.180(a)(8)	(6) the operations specifications relevant to the aircraft type, issued with the AOC, including an English translation when the operations specifications have been issued in another language;
CAT.GEN.MPA.180(a)(9)	(7) the original aircraft radio licence, if applicable;
CAT.GEN.MPA.180(a)(1 1)	(8) the third party liability insurance certificate(s);
CAT.GEN.MPA.180(a)(1 2)	(9) the journey log, or equivalent, for the aircraft;
CAT.GEN.MPA.180(a)(1 6)	(10) the aircraft technical log, in accordance with Annex I (Part-M) to Regulation (EU) No 1321/2014;
CAT.GEN.MPA.180(a)(1 7)	(11) details of the filed ATS flight plan, if applicable;
CAT.GEN.MPA.180(a)(1 8)	(12) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;
CAT.GEN.MPA.180(a)(2 0)	(13) procedures and visual signals information for use by intercepting and intercepted aircraft;
	(14) information concerning search and rescue services for the area of the intended flight, which shall be easily accessible in the flight crew compartment;
	(15) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;
	(16) the MEL;
	(17) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation;
	(18) appropriate meteorological information;
	(19) cargo and/or passenger manifests, if applicable;
	(20) mass and balance documentation;
	(21) the operational flight plan, if applicable;
	(22) notification of special categories of passenger (SCPs) and special loads, if applicable; and



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CAT.GEN.MPA.180(a)(2 1)	(23) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.
CAT.GEN.MPA.180(b)(3)	Notwithstanding (a), for operations under visual flight rules (VFR) by day with other-than-complex motor-powered aircraft taking off and landing at the same aerodrome or operating site within 24 hours, or remaining within a local area specified in the operations manual, the following documents and information may be retained at the aerodrome or operating site instead: (3) journey log, or equivalent;
CAT.GEN.MPA.185	(a) The operator shall ensure that at least for the duration of each flight or series of flights: (1) information relevant to the flight and appropriate for the type of operation is preserved on the ground; (2) the information is retained until it has been duplicated at the place at which it will be stored; or, if this is impracticable (3) the same information is carried in a fireproof container in the aircraft. (b) The information referred to in (a) includes: (1) a copy of the operational flight plan, where appropriate;
CAT.GEN.MPA.200(a)	(a) Unless otherwise permitted by this Annex, the transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.
CAT.OP.MPA.100(a)	The operator shall ensure that: (1) air traffic services (ATS) appropriate to the airspace and the applicable rules of the air are used for all flights whenever available; (2) in-flight operational instructions involving a change to the ATS flight plan, when practicable, are coordinated with the appropriate ATS unit before transmission to an aircraft.
CAT.OP.MPA.150 CAT.OP.MPA.150(b)	(a) The operator shall establish a fuel policy for the purpose of flight planning and in-flight replanning to ensure that every flight carries sufficient fuel for the planned operation and reserves to cover deviations from the planned operation. The fuel policy and any change to it require prior approval by the competent authority. (b) The operator shall ensure that the planning of flights is based upon at least: (1) procedures contained in the operations manual and: (i) data provided by the aircraft manufacturer; or (ii) current aircraft-specific data derived from a fuel consumption monitoring system; and (2) the operating conditions under which the flight is to be conducted including:





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	<p>(i) aircraft fuel consumption data;</p> <p>(ii) anticipated masses;</p> <p>(iii) expected meteorological conditions; and</p> <p>(iv) air navigation services provider(s) procedures and restrictions.</p> <p>(c) The operator shall ensure that the pre-flight calculation of usable fuel required for a flight includes:</p> <p>(1) taxi fuel;</p> <p>(2) trip fuel;</p> <p>(3) reserve fuel consisting of:</p> <p>(i) contingency fuel;</p> <p>(ii) alternate fuel, if a destination alternate aerodrome is required;</p> <p>(iii) final reserve fuel; and</p> <p>(iv) additional fuel, if required by the type of operation; and</p> <p>(4) extra fuel if required by the commander.</p> <p>(d) The operator shall ensure that in-flight replanning procedures for calculating usable fuel required when a flight has to proceed along a route or to a destination aerodrome other than originally planned includes:</p> <p>(1) trip fuel for the remainder of the flight; and</p> <p>(2) reserve fuel consisting of:</p> <p>(i) contingency fuel;</p> <p>(ii) alternate fuel, if a destination alternate aerodrome is required;</p> <p>(iii) final reserve fuel; and</p> <p>(iv) additional fuel, if required by the type of operation; and</p> <p>(3) extra fuel if required by the commander.</p>
<p>AMC1</p> <p>CAT.OP.MPA.150(b)</p>	<p>The operator should base the defined fuel policy, including calculation of the amount of fuel to be on board for departure, on the following planning criteria:</p> <p>[see AMC publications for the full text]</p>
<p>CAT.OP.MPA.160</p> <p>CAT.OP.MPA.160(b)</p>	<p>The operator shall establish procedures to ensure that:</p> <p>(a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and</p> <p>(b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.</p>





AMC1 CAT.OP.MPA.160 (f)(g)	Procedures established by the operator to ensure that hand baggage and cargo are adequately and securely stowed should take account of the following: (f) baggage and cargo should not be placed where it can impede access to emergency equipment; and (g) checks should be made before take-off, before landing and whenever the fasten seat belts signs are illuminated or it is otherwise so ordered to ensure that baggage is stowed where it cannot impede evacuation from the aircraft or cause injury by falling (or other movement) as may be appropriate to the phase of flight.
CAT.OP.MPA.165	The operator shall establish procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they are able to assist and not hinder evacuation of the aircraft.
AMC1 CAT.OP.MPA.165 (a)	The operator should make provisions so that: (a) a passenger occupies a seat at least on each side in a seat row with direct access to an emergency exit (not staffed by a cabin crew member) during taxiing, take-off and landing unless this would be impracticable due to a low number of passengers or might negatively impact the mass and balance limitations.
AMC1 CAT.OP.MPA.165 (b)(c)	The operator should make provisions so that: (b) those passengers who are allocated seats that permit direct access to emergency exits appear to be reasonably fit, strong, and be able and willing to assist the rapid evacuation of the aircraft in an emergency after an appropriate briefing by the crew; (c) in all cases, passengers who, because of their condition, might hinder other passengers during an evacuation or who might impede the crew in carrying out their duties, should not be allocated seats that permit direct access to emergency exits. If procedures cannot be reasonably implemented at the time of passenger 'check-in', the operator should establish an alternative procedure which ensures that the correct seat allocations will, in due course, be made.
CAT.OP.MPA.170	The operator shall ensure that passengers are: (a) given briefings and demonstrations relating to safety in a form that facilitates the application of the procedures applicable in the event of an emergency; and (b) provided with a safety briefing card on which picture-type instructions indicate the operation of emergency equipment and exits likely to be used by passengers.
CAT.OP.MPA.175 CAT.OP.MPA.175(a) CAT.OP.MPA.175(b) CAT.OP.MPA.175(b)(1)	(a) An operational flight plan shall be completed for each intended flight based on considerations of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/operating sites concerned. (b) The flight shall not be commenced unless the commander is satisfied that:





	<p>(1) all items stipulated in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 concerning the airworthiness and registration of the aircraft, instrument and equipment, mass and centre of gravity (CG) location, baggage and cargo and aircraft operating limitations can be complied with;</p> <p>(2) the aircraft is not operated contrary to the provisions of the configuration deviation list (CDL);</p> <p>(3) the parts of the operations manual that are required for the conduct of the flight are available;</p> <p>(4) the documents, additional information and forms required to be available by CAT.GEN.MPA.180 are on board;</p> <p>(5) current maps, charts and associated documentation or equivalent data are available to cover the intended operation of the aircraft including any diversion that may reasonably be expected;</p> <p>(6) space-based facilities, ground facilities and services that are required for the planned flight are available and adequate;</p> <p>(7) the provisions specified in the operations manual in respect of fuel, oil, oxygen, minimum safe altitudes, aerodrome operating minima and availability of alternate aerodromes, where required, can be complied with for the planned flight;</p> <p>(7a) any navigational database required for performance-based navigation is suitable and current; and</p> <p>(8) any additional operational limitation can be complied with.</p>
<p>AMC1</p> <p>CAT.OP.MPA.175(a) (a)</p>	<p>OPERATIONAL FLIGHT PLAN — COMPLEX MOTOR-POWERED AIRCRAFT</p> <p>(a) The operational flight plan used and the entries made during flight should contain the following items:</p> <p>(1) aircraft registration;</p> <p>(2) aircraft type and variant;</p> <p>(3) date of flight;</p> <p>(4) flight identification;</p> <p>(5) names of flight crew members;</p> <p>(6) duty assignment of flight crew members;</p> <p>(7) place of departure;</p> <p>(8) time of departure (actual off-block time, take-off time);</p> <p>(9) place of arrival (planned and actual);</p> <p>(10) time of arrival (actual landing and on-block time);</p> <p>(11) type of operation (ETOPS, VFR, ferry flight, etc.);</p> <p>(12) route and route segments with checkpoints/waypoints, distances, time and tracks;</p> <p>(13) planned cruising speed and flying times between check-points/waypoints (estimated and actual times overhead);</p> <p>(14) safe altitudes and minimum levels;</p> <p>(15) planned altitudes and flight levels;</p>





	<p>(16) fuel calculations (records of in-flight fuel checks);</p> <p>(17) fuel on board when starting engines;</p> <p>(18) alternate(s) for destination and, where applicable, take-off and en-route, including information required in (a)(12) to (15);</p> <p>(19) initial ATS flight plan clearance and subsequent reclearance;</p> <p>(20) in-flight replanning calculations; and</p> <p>(21) relevant meteorological information.</p>
AMC1 CAT.OP.MPA.175(a) (c)	<p>OPERATIONAL FLIGHT PLAN — COMPLEX MOTOR-POWERED AIRCRAFT</p> <p>(c) The operational flight plan and its use should be described in the operations manual.</p>
CAT.OP.MPA.180	<p>(a) Where it is not possible to use the departure aerodrome as a take-off alternate aerodrome due to meteorological or performance reasons, the operator shall select another adequate take-off alternate aerodrome that is no further from the departure aerodrome than:</p> <p>(1) for two-engined aeroplanes:</p> <p>(i) one hour flying time at an OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass; or</p> <p>(ii) the ETOPS diversion time approved in accordance with Annex V (Part-SPA), Subpart F, subject to any MEL restriction, up to a maximum of two hours, at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass;</p> <p>(2) for three and four-engined aeroplanes, two hours flying time at the OEI cruising speed according to the AFM in still air standard conditions based on the actual take-off mass.</p> <p>(3) for operations approved in accordance with Annex V (Part-SPA), Subpart L — SINGLE ENGINED TURBINE AEROPLANE OPERATIONS AT NIGHT OR IN IMC (SET-IMC), 30 minutes flying time at normal cruising speed in still air conditions, based on the actual take-off mass.</p> <p>In the case of multi-engined aeroplanes, if the AFM does not contain an OEI cruising speed, the speed to be used for calculation shall be that which is achieved with the remaining engine(s) set at maximum continuous power.</p> <p>(b) The operator shall select at least one destination alternate aerodrome for each instrument flight rules (IFR) flight unless the destination aerodrome is an isolated aerodrome or:</p> <p>(1) the duration of the planned flight from take-off to landing or, in the event of in-flight replanning in accordance with CAT.OP.MPA.150(d), the remaining flying time to destination does not exceed six hours; and</p>





	<p>(2) two separate runways are available and usable at the destination aerodrome and the appropriate weather reports and/or forecasts for the destination aerodrome indicate that, for the period from one hour before until one hour after the expected time of arrival at the destination aerodrome, the ceiling will be at least 2 000 ft or circling height +500 ft, whichever is greater, and the ground visibility will be at least 5 km.</p> <p>(c) The operator shall select two destination alternate aerodromes when:</p> <p>(1) the appropriate weather reports and/or forecasts for the destination aerodrome indicate that during a period commencing one hour before and ending one hour after the estimated time of arrival, the weather conditions will be below the applicable planning minima; or</p> <p>(2) no meteorological information is available.</p> <p>(d) The operator shall specify any required alternate aerodrome(s) in the operational flight plan.</p>
CAT.OP.MPA.190	<p>(a) If an ATS flight plan is not submitted because it is not required by the rules of the air, adequate information shall be deposited in order to permit alerting services to be activated if required.</p> <p>(b) When operating from a site where it is impossible to submit an ATS flight plan, the ATS flight plan shall be transmitted as soon as possible after take-off by the commander or the operator.</p>
CAT.OP.MPA.195(a)	<p>(a) An aircraft shall not be refuelled/defuelled with Avgas (aviation gasoline) or wide-cut type fuel or a mixture of these types of fuel, when passengers are embarking, on board or disembarking.</p>
CAT.OP.MPA.195(b)	<p>(b) For all other types of fuel, necessary precautions shall be taken and the aircraft shall be properly manned by qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.</p>
AMC1 CAT.OP.MPA.195 (c)	<p>OPERATIONAL PROCEDURES — AEROPLANES</p> <p>(c) Operational procedures should specify that at least the following precautions are taken:</p> <p>(1) one qualified person should remain at a specified location during fuelling operations with passengers on board. This qualified person should be capable of handling emergency procedures concerning fire protection and fire-fighting, handling communications and initiating and directing an evacuation;</p> <p>(2) two-way communication should be established and should remain available by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane; the involved personnel should remain within easy reach of the system of communication;</p> <p>(3) crew, personnel and passengers should be warned that re/defuelling will take place;</p> <p>(4) 'Fasten Seat Belts' signs should be off;</p> <p>(5) 'NO SMOKING' signs should be on, together with interior lighting to enable emergency exits to be identified;</p>





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	(6) passengers should be instructed to unfasten their seat belts and refrain from smoking; (7) the minimum required number of cabin crew should be on board and be prepared for an immediate emergency evacuation; (8) if the presence of fuel vapour is detected inside the aeroplane, or any other hazard arises during re/defuelling, fuelling should be stopped immediately; (9) the ground area beneath the exits intended for emergency evacuation and slide deployment areas should be kept clear at doors where stairs are not in position for use in the event of evacuation; and (10) provision is made for a safe and rapid evacuation.
CAT.OP.MPA.215	(a) Each flight crew member required to be on duty in the flight crew compartment shall wear a headset with boom microphone or equivalent. The headset shall be used as the primary device for voice communications with ATS: (1) when on the ground: (i) when receiving the ATC departure clearance via voice communication; and (ii) when engines are running; (2) when in flight: (i) below transition altitude; or (ii) 10 000 ft, whichever is higher; and (3) whenever deemed necessary by the commander. (b) In the conditions of (a), the boom microphone or equivalent shall be in a position that permits its use for two-way radio communications.
CAT.OP.MPA.230 CAT.OP.MPA.230(b)	(a) The operator shall establish procedures to ensure that before taxiing, take-off and landing all exits and escape paths are unobstructed. (b) The commander shall ensure that before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.
CAT.OP.MPA.245	(a) On IFR flights the commander shall only: (1) commence take-off; or (2) continue beyond the point from which a revised ATS flight plan applies in the event of in-flight replanning, when information is available indicating that the expected weather conditions, at the time of arrival, at the destination and/or required alternate aerodrome(s) are at or above the planning minima.





	<p>(b) On IFR flights, the commander shall only continue towards the planned destination aerodrome when the latest information available indicates that, at the expected time of arrival, the weather conditions at the destination, or at least one destination alternate aerodrome, are at or above the applicable aerodrome operating minima.</p> <p>(c) On VFR flights, the commander shall only commence take-off when the appropriate weather reports and/or forecasts indicate that the meteorological conditions along the part of the route to be flown under VFR will, at the appropriate time, be at or above the VFR limits.</p>
CAT.OP.MPA.250	<p>(a) The operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft.</p> <p>(b) The commander shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under (a) and in accordance with the AFM.</p>
CAT.OP.MPA.255(b)	<p>(b) The commander shall only commence a flight or intentionally fly into expected or actual icing conditions if the aircraft is certified and equipped to cope with such conditions.</p>
CAT.OP.MPA.265	<p>Before commencing take-off, the commander shall be satisfied that:</p> <p>(a) according to the information available to him/her, the weather at the aerodrome or operating site and the condition of the runway or FATO intended to be used would not prevent a safe take-off and departure; and</p> <p>(b) established aerodrome operating minima will be complied with.</p>
CAT.OP.MPA.280	<p>The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are carried out according to the following criteria.</p> <p>(a) In-flight fuel checks</p> <p>(1) The commander shall ensure that fuel checks are carried out in-flight at regular intervals. The usable remaining fuel shall be recorded and evaluated to:</p> <p>(i) compare actual consumption with planned consumption;</p> <p>(ii) check that the usable remaining fuel is sufficient to complete the flight, in accordance with (b); and</p> <p>(iii) determine the expected usable fuel remaining on arrival at the destination aerodrome.</p> <p>(2) The relevant fuel data shall be recorded.</p> <p>(b) In-flight fuel management</p> <p>(1) The flight shall be conducted so that the expected usable fuel remaining on arrival at the destination aerodrome is not less than:</p> <p>(i) the required alternate fuel plus final reserve fuel; or</p> <p>(ii) the final reserve fuel if no alternate aerodrome is required.</p> <p>(2) If an in-flight fuel check shows that the expected usable fuel remaining on arrival at the destination aerodrome is less than:</p>





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	<p>(i) the required alternate fuel plus final reserve fuel, the commander shall take into account the traffic and the operational conditions prevailing at the destination aerodrome, at the destination alternate aerodrome and at any other adequate aerodrome in deciding whether to proceed to the destination aerodrome or to divert so as to perform a safe landing with not less than final reserve fuel; or</p> <p>(ii) the final reserve fuel if no alternate aerodrome is required, the commander shall take appropriate action and proceed to an adequate aerodrome so as to perform a safe landing with not less than final reserve fuel.</p> <p>(3) The commander shall declare an emergency when the calculated usable fuel on landing, at the nearest adequate aerodrome where a safe landing can be performed, is less than final reserve fuel.</p> <p>(4) Additional conditions for specific procedures</p> <p>(i) On a flight using the RCF procedure, to proceed to the destination 1 aerodrome, the commander shall ensure that the usable fuel remaining at the decision point is at least the total of:</p> <p>(A) trip fuel from the decision point to the destination 1 aerodrome;</p> <p>(B) contingency fuel equal to 5 % of trip fuel from the decision point to the destination 1 aerodrome;</p> <p>(C) destination 1 aerodrome alternate fuel, if a destination 1 alternate aerodrome is required; and</p> <p>(D) final reserve fuel.</p> <p>(ii) On a flight using the PDP procedure to proceed to the destination aerodrome, the commander shall ensure that the usable fuel remaining at the PDP is at least the total of:</p> <p>(A) trip fuel from the PDP to the destination aerodrome;</p> <p>(B) contingency fuel from the PDP to the destination aerodrome; and</p> <p>(C) additional fuel.</p>
CAT.OP.MPA.285	The commander shall ensure that flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft.
CAT.POL.A.105(a)	<p>(a) The mass of the aeroplane:</p> <p>(1) at the start of the take-off; or</p> <p>(2) in the event of in-flight replanning, at the point from which the revised operational flight plan applies, shall not be greater than the mass at which the requirements of the appropriate chapter can be complied with for the flight to be undertaken. Allowance may be made for expected reductions in mass as the flight proceeds and for fuel jettisoning.</p>
CAT.POL.MAB.100(a)	(a) During any phase of operation, the loading, mass and centre of gravity (CG) of the aircraft shall comply with the limitations specified in the AFM, or the operations manual if more restrictive.





<p>CAT.POL.MAB.100(h) CAT.POL.MAB.100(a)(h) (i)</p>	<p>(h) The operator shall ensure that the loading of:</p> <ol style="list-style-type: none"> (1) its aircraft is performed under the supervision of qualified personnel; and (2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance. <p>(i) The operator shall comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit. For helicopters, in addition, the operator shall take account of in-flight changes in loading.</p>
<p>CAT.POL.MAB.105(a)</p>	<p>(a) The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall contain the following information:</p> <ol style="list-style-type: none"> (1) Aircraft registration and type; (2) Flight identification, number and date; (3) Name of the commander; (4) Name of the person who prepared the document; (5) Dry operating mass and the corresponding CG of the aircraft: <p>(i) for performance class B aeroplanes and for helicopters the CG position may not need to be on the mass and balance documentation if, for example, the load distribution is in accordance with a pre-calculated balance table or if it can be shown that for the planned operations a correct balance can be ensured, whatever the real load is;</p> <ol style="list-style-type: none"> (6) Mass of the fuel at take-off and the mass of trip fuel; (7) Mass of consumables other than fuel, if applicable; (8) Load components including passengers, baggage, freight and ballast; (9) Take-off mass, landing mass and zero fuel mass; (10) Applicable aircraft CG positions; and (11) The limiting mass and CG values. <p>The information above shall be available in flight planning documents or mass and balance systems. Some of this information may be contained in other documents readily available for use.</p>
<p>CAT.POL.MAB.105(c)</p>	<p>The person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation given to the commander. The commander shall indicate his/her acceptance by hand signature or equivalent.</p>
<p>CAT.POL.MAB.105(d)</p>	<p>The operator shall specify procedures for last minute changes to the load to ensure that:</p>



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	(1) any last minute change after the completion of the mass and balance documentation is brought to the attention of the commander and entered in the flight planning documents containing the mass and balance documentation; (2) the maximum last minute change allowed in passenger numbers or hold load is specified; and (3) new mass and balance documentation is prepared if this maximum number is exceeded.
CAT.IDE.A.100 CAT.IDE.A.100(a) CAT.IDE.A.100(c) CAT.IDE.A.100(d) CAT.IDE.A.100(e)	(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements, except for the following items: (1) Spare fuses; (2) Independent portable lights; (3) An accurate time piece; (4) Chart holder; (5) First-aid kits; (6) Emergency medical kit; (7) Megaphones; (8) Survival and signalling equipment; (9) Sea anchors and equipment for mooring; and (10) Child restraint devices. (b) Instruments and equipment not required under this Annex (Part-CAT) as well as any other equipment which is not required under this Regulation, but are carried on a flight, shall comply with the following: (1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with Annex II to Regulation (EU) 2018/1139 or points CAT.IDE.A.330, CAT.IDE.A.335, CAT.IDE.A.340 and CAT.IDE.A.345 of this Annex; (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction. (c) If equipment is to be used by one flight crew member at his/her station during flight, it shall be readily operable from that station. When a single item of equipment is required to be operated by more than one flight crew member it shall be installed so that the equipment is readily operable from any station at which the equipment is required to be operated. (d) Those instruments that are used by any flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision that he/she normally assumes when looking forward along the flight path. (e) All required emergency equipment shall be easily accessible for immediate use.
CAT.IDE.A.105	A flight shall not be commenced when any of the aeroplane's instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:





	(a) the aeroplane is operated in accordance with the operator's MEL; or (b) the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL) in accordance with point ORO.MLR.105(j) of Annex III.
CAT.IDE.A.115(a)(4)	(a) Aeroplanes operated by day shall be equipped with: (4) an independent portable light for each required crew member readily accessible to crew members when seated at their designated stations.
CAT.IDE.A.120	Aeroplanes with an MCTOM of more than 5 700 kg shall be equipped at each pilot station with a means to maintain a clear portion of the windshield during precipitation.
CAT.IDE.A.150	(a) Turbine-powered aeroplanes having an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirements for Class A equipment as specified in an acceptable standard. (b) Reciprocating-engine-powered aeroplanes with an MCTOM of more than 5 700 kg or an MOPSC of more than nine shall be equipped with a TAWS that meets the requirement for Class B equipment as specified in an acceptable standard. (c) Turbine-powered aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2019 and having an MCTOM of 5 700 kg or less and an MOPSC of six to nine shall be equipped with a TAWS that meets the requirements for Class B equipment, as specified in an acceptable standard.
CAT.IDE.A.175	Aeroplanes with an MCTOM of more than 15 000 kg, or with an MOPSC of more than 19 shall be equipped with a crew member interphone system, except for aeroplanes first issued with an individual CofA before 1 April 1965 and already registered in a Member State on 1 April 1995.
CAT.IDE.A.180	Aeroplanes with an MOPSC of more than 19 shall be equipped with a public address system.
CAT.IDE.A.185(a)-(d)	(a) The following aeroplanes shall be equipped with a cockpit voice recorder (CVR): (1) aeroplanes with an MCTOM of more than 5 700 kg; and (2) multi-engined turbine-powered aeroplanes with an MCTOM of 5 700 kg or less, with an MOPSC of more than nine and first issued with an individual CofA on or after 1 January 1990. (b) Until 31 December 2018, the CVR shall be capable of retaining the data recorded during at least: (1) the preceding 2 hours in the case of aeroplanes referred to in (a)(1) when the individual CofA has been issued on or after 1 April 1998; (2) the preceding 30 minutes for aeroplanes referred to in (a)(1) when the individual CofA has been issued before 1 April 1998; or (3) the preceding 30 minutes, in the case of aeroplanes referred to in (a)(2). (c) By 1 January 2019 at the latest, the CVR shall be capable of retaining the data recorded during at least:





	<p>(1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2022; or</p> <p>(2) the preceding 2 hours in all other cases.</p> <p>(d) By 1 January 2019 at the latest, the CVR shall record on means other than magnetic tape or magnetic wire.</p>
<p>CAT.IDE.A.205</p> <p>CAT.IDE.A.205(a)</p> <p>CAT.IDE.A.205(a)(1)</p>	<p>(a) Aeroplanes shall be equipped with:</p> <p>(1) a seat or berth for each person on board who is aged 24 months or more;</p> <p>(2) a seat belt on each passenger seat and restraining belts for each berth except as specified in (3);</p> <p>(3) a seat belt with upper torso restraint system on each passenger seat and restraining belts on each berth in the case of aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less, having an individual CofA first issued on or after 8 April 2015;</p> <p>(4) a child restraint device (CRD) for each person on board younger than 24 months;</p> <p>(5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration:</p> <p>(i) on each flight crew seat and on any seat alongside a pilot's seat;</p> <p>(ii) on each observer seat located in the flight crew compartment;</p> <p>(6) a seat belt with upper torso restraint system on each seat for the minimum required cabin crew.</p> <p>(b) A seat belt with upper torso restraint system shall have:</p> <p>(1) a single point release;</p> <p>(2) on the seats for the minimum required cabin crew, two shoulder straps and a seat belt that may be used independently; and</p> <p>(3) on flight crew members' seats and on any seat alongside a pilot's seat, either of the following:</p> <p>(i) two shoulder straps and a seat belt that may be used independently;</p> <p>(ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes:</p> <p>(A) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are compliant with the emergency landing dynamic conditions defined in the applicable certification specification;</p> <p>(B) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are not compliant with the emergency landing dynamic conditions defined in the applicable certification specification and having an individual CofA first issued before 28 October 2014;</p> <p>(C) aeroplanes certified in accordance with CS-VLA or equivalent and CS-LSA or equivalent.</p>
AMC3 CAT.IDE.A.205	<p>(a) Seats for the minimum required cabin crew members should be located near required floor level emergency exits, except if the emergency evacuation of passengers would be enhanced by seating cabin crew members elsewhere. In this case other locations are acceptable.</p>





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	(b) Such seats should be forward-or rearward-facing within 15° of the longitudinal axis of the aeroplane.
CAT.IDE.A.210	Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.
CAT.IDE.A.215(a)	Aeroplanes shall be equipped with: (a) in the case of aeroplanes with an MOPSC of more than 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 flight crew;
CAT.IDE.A.220 CAT.IDE.A.220(b)	(a) Aeroplanes shall be equipped with first-aid kits, in accordance with Table 1. (b) First-aid kits shall be: (1) readily accessible for use; and (2) kept up to date.
CAT.IDE.A.225	(a) Aeroplanes with an MOPSC of more than 30 shall be equipped with an emergency medical kit 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. (b) The commander shall ensure that drugs are only administered by appropriately qualified persons. (c) The emergency medical kit referred to in (a) shall be: (1) dust and moisture proof; (2) carried in a way that prevents unauthorised access; and (3) kept up-to-date.
CAT.IDE.A.230	(b) The oxygen supply referred to in (a) shall be sufficient for the remainder of the flight after cabin depressurisation when the cabin altitude exceeds 8 000 ft but does not exceed 15 000 ft, for at least 2 % of the passengers carried, but in no case for less than one person. (c) There shall be a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply. (d) The first-aid oxygen equipment shall be capable of generating a mass flow to each person.
CAT.IDE.A.235(a)-(e) CAT.IDE.A.235(a)(b) CAT.IDE.A.235(b)(1) CAT.IDE.A.235(b)(2)(3)	(a) Pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment that is capable of storing and dispensing the oxygen supplies in accordance with Table 1. (b) Pressurised aeroplanes operated at pressure altitudes above 25 000 ft shall be equipped with: (1) quick donning types of masks for flight crew members; (2) sufficient spare outlets and masks or portable oxygen units with masks distributed evenly throughout the passenger compartment, to ensure immediate availability of oxygen for use by each required cabin crew member;





CAT.IDE.A.235(c)	<p>(3) an oxygen dispensing unit connected to oxygen supply terminals immediately available to each cabin crew member, additional crew member and occupants of passenger seats, wherever seated; and</p> <p>(4) a device to provide a warning indication to the flight crew of any loss of pressurisation.</p> <p>(c) In the case of pressurised aeroplanes first issued with an individual CofA after 8 November 1998 and operated at pressure altitudes above 25 000 ft, or operated at pressure altitudes at, or below 25 000 ft under conditions that would not allow them to descend safely to 13 000 ft within 4 minutes, the individual oxygen dispensing units referred to in (b)(3) shall be automatically deployable.</p> <p>(d) The total number of dispensing units and outlets referred to in (b)(3) and (c) shall exceed the number of seats by at least 10 %. The extra units shall be evenly distributed throughout the passenger compartment.</p> <p>(e) Notwithstanding (a), the oxygen supply requirements for cabin crew member(s), additional crew member(s) and passenger(s), in the case of aeroplanes not certified to fly at altitudes above 25 000 ft, may be reduced to the entire flying time between 10 000 ft and 13 000 ft cabin pressure altitudes for all required cabin crew members and for at least 10 % of the passengers if, at all points along the route to be flown, the aeroplane is able to descend safely within 4 minutes to a cabin pressure altitude of 13 000 ft.</p>
CAT.IDE.A.240	<p>Non-pressurised aeroplanes operated at pressure altitudes above 10 000 ft shall be equipped with supplemental oxygen equipment capable of storing and dispensing the oxygen supplies in accordance with Table 1.</p>
<p>CAT.IDE.A.245</p> <p>CAT.IDE.A.245(a)(2)</p> <p>CAT.IDE.A.245(c)</p>	<p>(a) All pressurised aeroplanes and those unpressurised aeroplanes with an MCTOM of more than 5 700 kg or having an MOPSC of more than 19 seats shall be equipped with protective breathing equipment (PBE) to protect the eyes, nose and mouth and to provide for a period of at least 15 minutes:</p> <p>(1) oxygen for each flight crew member on duty in the flight crew compartment;</p> <p>(2) breathing gas for each required cabin crew member, adjacent to his/her assigned station; and</p> <p>(3) breathing gas from a portable PBE for one member of the flight crew, adjacent to his/her assigned station, in the case of aeroplanes operated with a flight crew of more than one and no cabin crew member.</p> <p>(b) A PBE intended for flight crew use shall be installed in the flight crew compartment and be accessible for immediate use by each required flight crew member at his/her assigned station.</p> <p>(c) A PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member station.</p> <p>(d) Aeroplanes shall be equipped with an additional portable PBE 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.</p> <p>(e) A PBE while in use shall not prevent the use of the means of communication referred to in CAT.IDE.A.170, CAT.IDE.A.175, CAT.IDE.A.270 and CAT.IDE.A.330.</p>



CAT.IDE.A.250	<p>(a) Aeroplanes shall be equipped with at least one hand fire extinguisher in the flight crew compartment.</p> <p>(b) At least one hand fire extinguisher shall be located in, or readily accessible for use in, each galley not located on the main passenger compartment.</p> <p>(c) At least one hand fire extinguisher 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.</p> <p>(d) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p> <p>(e) Aeroplanes shall be equipped with at least a number of hand fire extinguishers in accordance with Table 1, conveniently located to provide adequate availability for use in each passenger compartment.</p>
AMC1 CAT.IDE.A.250	<p>(a) The number and location of hand fire extinguishers should be such as to provide adequate availability for use, account being taken of the number and size of the passenger compartments, the need to minimise the hazard of toxic gas concentrations and the location of lavatories, galleys, etc. These considerations may result in a number of fire extinguishers greater than the minimum required.</p> <p>(b) There should be at least one hand fire extinguisher installed in the flight crew compartment and this should be suitable for fighting both flammable fluid and electrical equipment fires. Additional hand fire extinguishers may be required for the protection of other compartments accessible to the crew in flight. Dry chemical fire extinguishers should not be used in the flight crew compartment, or in any compartment not separated by a partition from the flight crew compartment, because of the adverse effect on vision during discharge and, if conductive, interference with electrical contacts by the chemical residues.</p> <p>(c) Where only one hand fire extinguisher is required in the passenger compartments it should be located near the cabin crew member's station, where provided.</p> <p>(d) Where two or more hand fire extinguishers are required in the passenger compartments and their location is not otherwise dictated by consideration of CAT.IDE.A.250 (b), an extinguisher should be located near each end of the cabin with the remainder distributed throughout the cabin as evenly as is practicable.</p> <p>(e) Unless an extinguisher is clearly visible, its location should be indicated by a placard or sign. Appropriate symbols may also be used to supplement such a placard or sign.</p>
CAT.IDE.A.260	<p>If areas of the aeroplane's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1.</p>



CAT.IDE.A.265(c)	(c) Aeroplanes required to have a separate emergency exit for the flight crew for which the lowest point of the emergency exit is more than 1.83 m (6 ft) above the ground shall have a means to assist all flight crew members in descending to reach the ground safely in an emergency.
CAT.IDE.A.275 CAT.IDE.A.275(a)(b)(4)(5)	<p>(a) Aeroplanes with an MOPSC of more than nine shall be equipped with an emergency lighting system having an independent power supply to facilitate the evacuation of the aeroplane.</p> <p>(b) In the case of aeroplanes with an MOPSC of more than 19, the emergency lighting system, referred to in (a) shall include:</p> <ol style="list-style-type: none"> (1) sources of general cabin illumination; (2) internal lighting in floor level emergency exit areas; (3) illuminated emergency exit marking and locating signs; (4) in the case of aeroplanes for which the application for the type certificate or equivalent was filed before 1 May 1972, when operated by night, exterior emergency lighting at all overwing exits and at exits where descent assist means are required; (5) in the case of aeroplanes for which the application for the type certificate or equivalent was filed after 30 April 1972, when operated by night, exterior emergency lighting at all passenger emergency exits; and (6) in the case of aeroplanes for which the type certificate was first issued on or after 31 December 1957, floor proximity emergency escape path marking system(s) in the passenger compartments. <p>(c) For aeroplanes with an MOPSC of 19 or less and type certified on the basis of the Agency's certification specification, the emergency lighting system referred to in point (a) shall include the equipment referred to in points (1), (2) and (3) of point (b).</p> <p>(d) For aeroplanes with an MOPSC of 19 or less that are not certified on the basis of the Agency's certification specification, the emergency lighting system referred to in point (a) shall include the equipment referred to in point (b)(1).</p> <p>(e) Aeroplanes with an MOPSC of nine or less, operated at night, shall be equipped with a source of general cabin illumination to facilitate the evacuation of the aeroplane.</p>
CAT.IDE.A.280 CAT.IDE.A.280(c)	<p>(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:</p> <ol style="list-style-type: none"> (1) two ELTs, one of which shall be automatic, or one ELT and one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or (2) one automatic ELT or two ELTs of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008. <p>(b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least:</p> <ol style="list-style-type: none"> (1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or





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	<p>(2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008.</p> <p>(c) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.</p>
CAT.IDE.A.285(a)(b)	<p>(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent flotation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1) landplanes operated over water at a distance of more than 50 NM from the shore or taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p>
CAT.IDE.A.285(d)(e)	<p>(d) Aeroplanes operated over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to:</p> <p>(1) 120 minutes at cruising speed or 400 NM, whichever is 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</p> <p>(2) for all other aeroplanes, 30 minutes at cruising speed or 100 NM, whichever is the lesser, shall be equipped with the equipment specified in (e).</p> <p>(e) Aeroplanes complying with (d) shall carry the following equipment:</p> <p>(1) life rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in an emergency, and being of sufficient size to accommodate all the survivors in the event of a loss of one raft of the largest rated capacity;</p> <p>(2) a survivor locator light in each life raft;</p> <p>(3) life-saving equipment to provide the means for sustaining life, as appropriate for the flight to be undertaken; and</p> <p>(4) at least two survival ELTs (ELT(S)).</p>
CAT.IDE.A.305(a)	<p>(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:</p> <p>(1) signalling equipment to make the distress signals;</p> <p>(2) at least one ELT(S); and</p> <p>(3) additional survival equipment for the route to be flown taking account of the number of persons on board.</p>
CAT.IDE.A.345(a)(d)	<p>(a) Aeroplanes operated under IFR or under VFR over routes that cannot be navigated by reference to visual landmarks shall be equipped with radio communication and navigation equipment in accordance with the applicable airspace requirements</p>





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	(d) Aeroplanes shall have 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 shall allow safe navigation in accordance with the flight plan.
CAT.IDE.A.355(b)	(b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.





Annex V – Part-SPA

Standard Reference	Standard Text						
SPA.ETOPS.110 SPA.ETOPS.110(c)	<p>(a) An ETOPS en-route alternate aerodrome shall be considered adequate, if, at the expected time of use, the aerodrome is available and equipped with necessary ancillary services such as air traffic services (ATS), sufficient lighting, communications, weather reporting, navigation aids and emergency services and has at least one instrument approach procedure available.</p> <p>(b) Prior to conducting an ETOPS flight, the operator shall ensure that an ETOPS en-route alternate aerodrome is available, within either the operator's approved diversion time, or a diversion time based on the MEL generated serviceability status of the aeroplane, whichever is shorter.</p> <p>(c) The operator shall specify any required ETOPS en-route alternate aerodrome(s) in the operational flight plan and ATS flight plan.</p>						
SPA.ETOPS.115	<p>(a) The operator shall only select an aerodrome as an ETOPS en-route alternate aerodrome when the appropriate weather reports or forecasts, or any combination thereof, indicate that, between the anticipated time of landing until one hour after the latest possible time of landing, conditions will exist at or above the planning minima calculated by adding the additional limits of Table 1.</p> <p>(b) The operator shall include in the operations manual the method for determining the operating minima at the planned ETOPS en-route alternate aerodrome.</p> <p>Table 1 Planning minima for the ETOPS en-route alternate aerodrome</p> <table> <tr> <th>Type of approach</th><th>Planning minima</th></tr> <tr> <td>Precision approach</td><td>DA/H + 200 ft RVR/VIS + 800 m(1)</td></tr> <tr> <td>Non-precision approach or Circling approach</td><td>MDA/H + 400 ft(1) RVR/VIS + 1500 m</td></tr> </table> <p>(1) VIS: visibility; MDA/H: minimum descent altitude/height.</p>	Type of approach	Planning minima	Precision approach	DA/H + 200 ft RVR/VIS + 800 m(1)	Non-precision approach or Circling approach	MDA/H + 400 ft(1) RVR/VIS + 1500 m
Type of approach	Planning minima						
Precision approach	DA/H + 200 ft RVR/VIS + 800 m(1)						
Non-precision approach or Circling approach	MDA/H + 400 ft(1) RVR/VIS + 1500 m						





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SPA.DG.110(a)-(e)	The operator shall, in accordance with the technical instructions: (a) provide written information to the pilot-in-command/commander: (1) about dangerous goods to be carried on the aircraft; (2) for use in responding to in-flight emergencies; (b) use an acceptance checklist; (c) ensure that dangerous goods are accompanied by the required dangerous goods transport document(s), as completed by the person offering dangerous goods for air transport, except when the information applicable to the dangerous goods is provided in electronic form; (d) ensure that where a dangerous goods transport document is provided in written form, a copy of the document is retained on the ground where it will be possible to obtain access to it within a reasonable period until the goods have reached their final destination; (e) ensure that a copy of the information to the pilot-in-command or the commander is retained on the ground and that that copy, or the information contained in it, is readily accessible to the flight operations officer, flight dispatcher, or the designated ground personnel responsible for their part of the flight operations, until after the completion of the flight to which the information refers;
SPA.EFB.100(a)	(a) A commercial air transport operator shall only use a type B EFB application if the operator has been granted an approval by the competent authority for such use.
AMC1 SPA.EFB.100(b)(1) (b)	(b) Assessing and mitigating the risks [...] <p>As part of the mitigation means, the operator should consider establishing reliable alternative means to provide the information available on the EFB system.</p> <p>The mitigation means could be, for example, one of, or a combination of, the following:</p> (1) the system design (including hardware and software); (2) a backup EFB device, possibly supplied from a different power source; (3) EFB applications being hosted on more than one platform; (4) a paper backup (e.g. quick reference handbook (QRH)); and (5) procedural means.





Annex VI – Part-NCC

Standard Reference	Standard Text
NCC.GEN.105(e)(2)	(e) The crew member shall not undertake duties on an aircraft: (2) when under the influence of psychoactive substances or for other reasons as referred to in 7.g of Annex IV to Regulation (EC) No 216/2008.
NCC.GEN.105(g)(1)	The crew member shall report to the pilot-in-command: (1) any fault, failure, malfunction or defect, which he/she believes may affect the airworthiness or safe operation of the aircraft, including emergency systems; and
NCC.GEN.106(a)(4) NCC.GEN.106(a)(4)(i) NCC.GEN.106(a)(4)(iii) NCC.GEN.106(a)(4)(iv) NCC.GEN.106(a)(4)(7) NCC.GEN.106(a)(7) NCC.GEN.106(a)(8)	(a) The pilot-in-command shall be responsible for: (4) only commencing a flight if he/she is satisfied that all operational limitations referred to in 2.a.3 of Annex IV to Regulation (EC) No 216/2008 are complied with, as follows: (i) the aircraft is airworthy; (ii) the aircraft is duly registered; (iii) instruments and equipment required for the execution of that flight are installed in the aircraft and are operative, unless operation with inoperative equipment is permitted by the minimum equipment list (MEL) or equivalent document, as required in NCC.IDE.A.105 or NCC.IDE.H.105; (iv) the mass of the aircraft and centre of gravity location are such that the flight can be conducted within the limits prescribed in the airworthiness documentation; (v) all cabin baggage, hold luggage and cargo are properly loaded and secured; (vi) the aircraft operating limitations as specified in the aircraft flight manual (AFM) will not be exceeded at any time during the flight; (vii) each flight crew member holds a valid licence in accordance with Regulation (EU) No 1178/2011; (viii) flight crew members are properly rated and meet competency and recency requirements; and (ix) any navigational database required for performance-based navigation is suitable and current; (7) deciding on acceptance of the aircraft with unserviceabilities in accordance with the configuration deviation list (CDL) or minimum equipment list (MEL), as applicable; (8) recording utilisation data and all known or suspected defects in the aircraft at the termination of the flight, or series of flights, in the aircraft technical log or journey log for the aircraft;





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NCC.GEN.110	(a) The pilot-in-command shall comply with the laws, regulations and procedures of those States where operations are conducted. (b) The pilot-in-command shall be familiar with the laws, regulations and procedures, pertinent to the performance of his/her duties, prescribed for the areas to be traversed, the aerodromes or operating sites to be used and the related air navigation facilities as referred to in 1.a of Annex IV to Regulation (EC) No 216/2008.
NCC.GEN.131 NCC.GEN.131(a)	(a) Where an EFB is used on board an aircraft, the operator shall ensure that it does not adversely affect the performance of the aircraft systems or equipment, or the ability of the flight crew member to operate the aircraft.





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NCC.GEN.140	(a) The following documents, manuals and information shall be carried on each flight as originals or copies unless otherwise specified:
NCC.GEN.140(a)	(1) the AFM, or equivalent document(s);
NCC.GEN.140(a)(1)(14)	(2) the original certificate of registration;
NCC.GEN.140(a)(2)	(3) the original certificate of airworthiness (CofA);
NCC.GEN.140(a)(3)	(4) the noise certificate;
NCC.GEN.140(a)(4)	(5) the declaration as specified in Annex III (Part-ORO), ORO.DEC.100, to Regulation (EU) No 965/2012;
NCC.GEN.140(a)(5)(6)	(6) the list of specific approvals, if applicable;
NCC.GEN.140(a)(7)	(7) the aircraft radio licence, if applicable;
NCC.GEN.140(a)(8)	(8) the third party liability insurance certificate(s);
NCC.GEN.140(a)(9)	(9) the journey log, or equivalent, for the aircraft;
NCC.GEN.140(a)(10)	(10) details of the filed ATS flight plan, if applicable;
NCC.GEN.140(a)(11)	(11) current and suitable aeronautical charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;
NCC.GEN.140(a)(15)	(12) procedures and visual signals information for use by intercepting and intercepted aircraft;
NCC.GEN.140(a)(16)	(13) information concerning search and rescue services for the area of the intended flight;
NCC.GEN.140(a)(17)	(14) the current parts of the operations manual that are relevant to the duties of the crew members, which shall be easily accessible to the crew members;
	(15) the MEL or CDL;
	(16) appropriate notices to airmen (NOTAMs) and aeronautical information service (AIS) briefing documentation;
	(17) appropriate meteorological information;
	(18) cargo and/or passenger manifests, if applicable; and
	(19) any other documentation that may be pertinent to the flight or is required by the States concerned with the flight.
	(b) In case of loss or theft of documents specified in (a)(2) to (a)(8), the operation may continue until the flight reaches its destination or a place where replacement documents can be provided.
NCC.GEN.150(a)	(a) The transport of dangerous goods by air shall be conducted in accordance with Annex 18 to the Chicago Convention as last amended and amplified by the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc 9284-AN/905), including its supplements and any other addenda or corrigenda.





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NCC.OP.130	<p>(a) The pilot-in-command shall only commence a flight if the aeroplane carries sufficient fuel and oil for the following:</p> <p>(1) for visual flight rules (VFR) flights:</p> <p>(i) by day, to fly to the aerodrome of intended landing and thereafter to fly for at least 30 minutes at normal cruising altitude; or</p> <p>(ii) by night, to fly to the aerodrome of intended landing and thereafter to fly for at least 45 minutes at normal cruising altitude;</p> <p>(2) for IFR flights:</p> <p>(i) when no destination alternate is required, to fly to the aerodrome of intended landing, and thereafter to fly for at least 45 minutes at normal cruising altitude; or</p> <p>(ii) when a destination alternate is required, to fly to the aerodrome of intended landing, to an alternate aerodrome and thereafter to fly for at least 45 minutes at normal cruising altitude.</p> <p>(b) In computing the fuel required including to provide for contingency, the following shall be taken into consideration:</p> <p>(1) forecast meteorological conditions;</p> <p>(2) anticipated ATC routings and traffic delays;</p> <p>(3) procedures for loss of pressurisation or failure of one engine while en-route, where applicable; and</p> <p>(4) any other condition that may delay the landing of the aeroplane or increase fuel and/or oil consumption.</p> <p>(c) Nothing shall preclude amendment of a flight plan in-flight, in order to re-plan the flight to another destination, provided that all requirements can be complied with from the point where the flight is re-planned.</p>
<p>NCC.OP.135</p> <p>NCC.OP.135(b)</p>	<p>The operator shall establish procedures to ensure that:</p> <p>(a) only hand baggage that can be adequately and securely stowed is taken into the passenger compartment; and</p> <p>(b) all baggage and cargo on board that might cause injury or damage, or obstruct aisles and exits if displaced, is stowed so as to prevent movement.</p>
NCC.OP.140(a)	<p>The pilot-in-command shall ensure that:</p> <p>(a) prior to take-off passengers have been made familiar with the location and use of the following:</p> <p>(1) seat belts;</p> <p>(2) emergency exits; and</p> <p>(3) passenger emergency briefing cards;</p> <p>and if applicable:</p> <p>(4) life jackets;</p> <p>(5) oxygen dispensing equipment;</p> <p>(6) life rafts; and</p> <p>(7) other emergency equipment provided for individual passenger use;</p>





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NCC.OP.145	<p>(a) Before commencing a flight, the pilot-in-command shall ascertain by every reasonable means available that the space-based facilities, ground and/or water facilities, including communication facilities and navigation aids available and directly required on such flight, for the safe operation of the aircraft, are adequate for the type of operation under which the flight is to be conducted.</p> <p>(b) Before commencing a flight, the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under IFR, shall include:</p> <ul style="list-style-type: none"> (1) a study of available current weather reports and forecasts; and (2) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.
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GM1 NCC.OP.145(b) (b)

(b) The operational flight plan used and the entries made during flight may contain the following items:

- (1) aircraft registration;
- (2) aircraft type and variant;
- (3) date of flight;
- (4) flight identification;
- (5) names of flight crew members;
- (6) duty assignment of flight crew members;
- (7) place of departure;
- (8) time of departure (actual off-block time, take-off time);
- (9) place of arrival (planned and actual);
- (10) time of arrival (actual landing and on-block time);
- (11) type of operation (VFR, ferry flight, etc.);
- (12) route and route segments with checkpoints/waypoints, distances, time and tracks;
- (13) planned cruising speed and flying times between check-points/waypoints (estimated and actual times overhead);
- (14) safe altitudes and minimum levels;
- (15) planned altitudes and flight levels;
- (16) fuel calculations (records of in-flight fuel checks);
- (17) fuel on board when starting engines;
- (18) alternate(s) for destination and, where applicable, take-off and en-route;
- (19) initial ATS flight plan clearance and subsequent reclearance;
- (20) in-flight replanning calculations; and
- (21) relevant meteorological information.





NCC.OP.150	<p>(a) For IFR flights, the pilot-in-command shall specify at least one weather-permissible take-off alternate aerodrome in the flight plan if the weather conditions at the aerodrome of departure are at or below the applicable aerodrome operating minima or it would not be possible to return to the aerodrome of departure for other reasons.</p> <p>(b) The take-off alternate aerodrome shall be located within the following distance from the aerodrome of departure:</p> <p>(1) for aeroplanes having two engines, not more than a distance equivalent to a flight time of 1 hour at the single-engine cruise speed in still air standard conditions; and</p> <p>(2) for aeroplanes having three or more engines, not more than a distance equivalent to a flight time of 2 hours at the one-engine-inoperative (OEI) cruise speed according to the AFM in still air standard conditions.</p> <p>(c) For an aerodrome to be selected as a take-off alternate aerodrome the available information shall indicate that, at the estimated time of use, the conditions will be at or above the aerodrome operating minima for that operation.</p>
NCC.OP.151	<p>For IFR flights, the pilot-in-command shall specify at least one weather-permissible destination alternate aerodrome in the flight plan, unless:</p> <p>(a) the available current meteorological information indicates that, for the period from 1 hour before until 1 hour after the estimated time of arrival, or from the actual time of departure to 1 hour after the estimated time of arrival, whichever is the shorter period, the approach and landing may be made under visual meteorological conditions (VMC); or</p> <p>(b) the place of intended landing is isolated and:</p> <p>(1) an instrument approach procedure is prescribed for the aerodrome of intended landing; and</p> <p>(2) available current meteorological information indicates that the following meteorological conditions will exist from 2 hours before to 2 hours after the estimated time of arrival:</p> <p>(i) a cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and</p> <p>(ii) visibility of at least 5,5 km or of 4 km more than the minimum associated with the procedure.</p>
NCC.OP.155(a)	<p>(a) The aircraft shall not be refuelled with aviation gasoline (AVGAS) or wide-cut type fuel or a mixture of these types of fuel, when passengers are embarking, on board or disembarking.</p>
NCC.OP.155(b)	<p>(b) For all other types of fuel, necessary precautions shall be taken and the aircraft shall be properly manned by qualified personnel ready to initiate and direct an evacuation of the aircraft by the most practical and expeditious means available.</p>





AMC1 NCC.OP.155 (c)	<p>OPERATIONAL PROCEDURES — AEROPLANES</p> <p>(c) Operational procedures should specify that at least the following precautions are taken:</p> <p>(1) one qualified person should remain at a specified location during fuelling operations with passengers on board. This qualified person should be capable of handling emergency procedures concerning fire protection and fire-fighting, handling communications and initiating and directing an evacuation;</p> <p>(2) two-way communication should be established and should remain available by the aeroplane's inter-communication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane; the involved personnel should remain within easy reach of the system of communication;</p> <p>(3) crew members, personnel and passengers should be warned that refuelling will take place;</p> <p>(4) 'fasten seat belts' signs should be off;</p> <p>(5) 'no smoking' signs should be on, together with interior lighting to enable emergency exits to be identified;</p> <p>(6) passengers should be instructed to unfasten their seat belts and refrain from smoking;</p> <p>(7) the minimum required number of cabin crew should be on board and be prepared for an immediate emergency evacuation;</p> <p>(8) if the presence of fuel vapour is detected inside the aeroplane, or any other hazard arises during refuelling, fuelling should be stopped immediately;</p> <p>(9) the ground area beneath the exits intended for emergency evacuation and slide deployment areas, if applicable, should be kept clear at doors where stairs are not in position for use in the event of evacuation; and</p> <p>(10) provision should be made for a safe and rapid evacuation.</p>
NCC.OP.160	<p>(a) Each flight crew member required to be on duty in the flight crew compartment shall wear a headset with boom microphone or equivalent. The headset shall be used as the primary device for voice communications with ATS:</p> <p>(1) when on the ground:</p> <p>(i) when receiving the ATC departure clearance via voice communication; and</p> <p>(ii) when engines are running;</p> <p>(2) when in flight:</p> <p>(i) below transition altitude; or</p> <p>(ii) 10 000 ft, whichever is higher;</p> <p>and</p> <p>(3) whenever deemed necessary by the pilot in command.</p> <p>(b) In the conditions of (a), the boom microphone or equivalent shall be in a position that permits its use for two-way radio communications.</p>





NCC.OP.165(a)	The operator shall establish procedures to ensure that: (a) passengers are seated where, in the event that an emergency evacuation is required, they are able to assist and not hinder evacuation of the aircraft;
NCC.OP.170 NCC.OP.170(b)	The pilot-in-command shall ensure that: (a) before taxiing, take-off and landing, all exits and escape paths are unobstructed; and (b) before take-off and landing, and whenever deemed necessary in the interest of safety, all equipment and baggage are properly secured.
NCC.OP.180	(a) The pilot-in-command shall only commence or continue a VFR flight if the latest available meteorological information indicates that the weather conditions along the route and at the intended destination at the estimated time of use will be at or above the applicable VFR operating minima. (b) The pilot-in-command shall only commence or continue an IFR flight towards the planned destination aerodrome if the latest available meteorological information indicates that, at the estimated time of arrival, the weather conditions at the destination or at least one destination alternate aerodrome are at or above the applicable aerodrome operating minima. (c) If a flight contains VFR and IFR segments, the meteorological information referred to in (a) and (b) shall be applicable as far as relevant.
NCC.OP.185	(a) The operator shall establish procedures to be followed when ground de-icing and anti-icing and related inspections of the aircraft are necessary to allow the safe operation of the aircraft. (b) The pilot-in-command shall only commence take-off if the aircraft is clear of any deposit that might adversely affect the performance or controllability of the aircraft, except as permitted under the procedures referred to in (a) and in accordance with the AFM.
NCC.OP.190(b)	(b) The pilot-in-command shall only commence a flight or intentionally fly into expected or actual icing conditions if the aircraft is certified and equipped to cope with such conditions as referred to in 2.a.5 of Annex IV to Regulation (EC) No 216/2008.
NCC.OP.195	Before commencing take-off, the pilot-in-command shall be satisfied that: (a) according to the information available, the weather at the aerodrome or operating site and the condition of the runway or FATO intended to be used would not prevent a safe take-off and departure; and (b) applicable aerodrome operating minima will be complied with.
NCC.OP.205	(a) The operator shall establish a procedure to ensure that in-flight fuel checks and fuel management are performed. (b) The pilot-in-command shall check at regular intervals that the amount of usable fuel remaining in flight is not less than the fuel required to proceed to a weather-permissible aerodrome or operating site and the planned reserve fuel as required by NCC.OP.130 or NCC.OP.131.





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NCC.OP.210	The pilot-in-command shall ensure that he/she and flight crew members engaged in performing duties essential to the safe operation of an aircraft in flight use supplemental oxygen continuously whenever the cabin altitude exceeds 10 000 ft for a period of more than 30 minutes and whenever the cabin altitude exceeds 13 000 ft.
NCC.POL.100(a)	(a) During any phase of operation, the loading, the mass and the centre of gravity (CG) position of the aircraft shall comply with any limitation specified in the AFM, or the operations manual, if more restrictive.
NCC.POL.100(b)	(b) Placards, listings, instrument markings, or combinations thereof, containing those operating limitations prescribed by the AFM for visual presentation, shall be displayed in the aircraft.





NCC.POL.105

- (a) The operator shall establish the mass and the CG of any aircraft by actual weighing prior to initial entry into service. The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented. Aircraft shall be reweighed if the effect of modifications on the mass and balance is not accurately known.
- (b) The weighing shall be accomplished by the manufacturer of the aircraft or by an approved maintenance organisation.
- (c) The operator shall determine the mass of all operating items and crew members included in the aircraft dry operating mass by actual weighing, including any crew baggage, or by using standard masses. The influence of their position on the aircraft's CG shall be determined. When using standard masses the following mass values for crew members shall be used to determine the dry operating mass:
- (1) 85 kg, including hand baggage, for flight crew/technical crew members; and
 - (2) 75 kg for cabin crew members.
- (d) The operator shall establish procedures to enable the pilot-in-command to determine the mass of the traffic load, including any ballast, by:
- (1) actual weighing;
 - (2) determining the mass of the traffic load in accordance with standard passenger and baggage masses; or
 - (3) calculating passenger mass on the basis of a statement by, or on behalf of, each passenger and adding to it a predetermined mass to account for hand baggage and clothing, when the number of passenger seats available on the aircraft is:
 - (i) less than 10 for aeroplanes; or
 - (ii) less than six for helicopters.
- (e) When using standard masses the following mass values shall be used:
- (1) for passengers, those in Tables 1 and 2, where hand baggage and the mass of any infant carried by an adult on one passenger seat are included;
 - (2) for baggage:
 - (i) for aeroplanes, when the total number of passenger seats available on the aeroplane is 20 or more, standard mass values for checked baggage in Table 3;
 - (f) For aircraft with 19 passenger seats or less, the actual mass of checked baggage shall be determined:
 - (1) by weighing; or
 - (2) by calculation on the basis of a statement by, or on behalf of, each passenger. Where this is impractical, a minimum standard mass of 13 kg shall be used.
 - (g) The operator shall establish procedures to enable the pilot-in-command to determine the mass of the fuel load by using the actual density or, if not known, the density calculated in accordance with a method specified in the operations manual.





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	<p>(h) The pilot-in-command shall ensure that the loading of:</p> <p>(1) the aircraft is performed under the supervision of qualified personnel; and</p> <p>(2) traffic load is consistent with the data used for the calculation of the aircraft mass and balance.</p> <p>(i) The operator shall establish procedures to enable the pilot-in-command to comply with additional structural limits such as the floor strength limitations, the maximum load per running metre, the maximum mass per cargo compartment and the maximum seating limit.</p> <p>(j) The operator shall specify, in the operations manual, the principles and methods involved in the loading and in the mass and balance system that meet the requirements contained in (a) to (i). This system shall cover all types of intended operations.</p>
<p>NCC.POL.110</p> <p>NCC.POL.110(a)</p> <p>NCC.POL.110(c)</p> <p>NCC.POL.110(d)</p>	<p>(a) The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution in such a way that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall contain the following information:</p> <p>(1) aircraft registration and type;</p> <p>(2) flight identification, number and date, as applicable;</p> <p>(3) name of the pilot-in-command;</p> <p>(4) name of the person who prepared the document;</p> <p>(5) dry operating mass and the corresponding CG of the aircraft;</p> <p>(6) mass of the fuel at take-off and the mass of trip fuel;</p> <p>(7) mass of consumables other than fuel, if applicable;</p> <p>(8) load components including passengers, baggage, freight and ballast;</p> <p>(9) take-off mass, landing mass and zero fuel mass;</p> <p>(10) applicable aircraft CG positions; and</p> <p>(11) the limiting mass and CG values.</p> <p>(b) Where mass and balance data and documentation are generated by a computerised mass and balance system, the operator shall verify the integrity of the output data.</p> <p>(c) When the loading of the aircraft is not supervised by the pilot-in-command, the person supervising the loading of the aircraft shall confirm by hand signature or equivalent that the load and its distribution are in accordance with the mass and balance documentation established by the pilot-in-command. The pilot-in-command shall indicate his/her acceptance by hand signature or equivalent.</p> <p>(d) The operator shall specify procedures for last minute changes to the load to ensure that:</p>





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	(1) any last minute change after the completion of the mass and balance documentation is entered in the flight planning documents containing the mass and balance documentation; (2) the maximum last minute change allowed in passenger numbers or hold load is specified; and (3) new mass and balance documentation is prepared if this maximum number is exceeded.
NCC.POL.115	The pilot-in-command shall only operate the aircraft if the performance is adequate to comply with the applicable rules of the air and any other restrictions applicable to the flight, the airspace or the aerodromes or operating sites used, taking into account the charting accuracy of any charts and maps used.





<p>NCC.IDE.A.100</p> <p>NCC.IDE.A.100(a)(b)</p> <p>NCC.IDE.A.100(d)</p> <p>NCC.IDE.A.100(e)</p> <p>NCC.IDE.A.100(f)</p>	<p>(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements if they are:</p> <ol style="list-style-type: none"> (1) used by the flight crew to control the flight path; (2) used to comply with NCC.IDE.A.245; (3) used to comply with NCC.IDE.A.250; or (4) installed in the aeroplane. <p>(b) The following items, when required by this Subpart, do not need an equipment approval:</p> <ol style="list-style-type: none"> (1) spare fuses; (2) independent portable lights; (3) an accurate time piece; (4) chart holder; (5) first-aid kits; (6) survival and signalling equipment; (7) sea anchor and equipment for mooring; and (8) child restraint device. <p>(c) Instruments and equipment or accessories not required under this Annex as well as any other equipment which is not required under this Regulation, but carried on a flight, shall comply with the following requirements:</p> <ol style="list-style-type: none"> (1) the information provided by those instruments, equipment or accessories shall not be used by the flight crew members to comply with Annex II to Regulation (EU) 2018/1139 or points NCC.IDE.A.245 and NCC.IDE.A.250 of this Annex; (2) the instruments and equipment shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction. <p>(d) Instruments and equipment shall be readily operable or accessible from the station where the flight crew member that needs to use it is seated.</p> <p>(e) Those instruments that are used by a flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision which he/she normally assumes when looking forward along the flight path.</p> <p>(f) All required emergency equipment shall be easily accessible for immediate use.</p>
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NCC.IDE.A.105	A flight shall not be commenced when any of the aeroplane's instruments, items of equipment, or functions, required for the intended flight are inoperative or missing, unless: (a) the aeroplane is operated in accordance with the operator's minimum equipment list (MEL); (b) the operator is approved by the competent authority to operate the aeroplane within the constraints of the master minimum equipment list (MMEL) in accordance with point ORO.MLR.105(j) of Annex III; or (c) the aeroplane is subject to a permit to fly issued in accordance with the applicable airworthiness requirements.
NCC.IDE.A.115 NCC.IDE.A.115(f)	Aeroplanes operated at night shall be equipped with: (a) an anti-collision light system; (b) navigation/position lights; (c) a landing light; (d) 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; (e) lighting supplied from the aeroplane's electrical system to provide illumination in all passenger compartments; (f) an independent portable light for each crew member station; and (g) lights to conform with the International Regulations for Preventing Collisions at Sea if the aeroplane is operated as a seaplane.
NCC.IDE.A.135	Turbine-powered aeroplanes with a maximum certified take-off mass (MCTOM) of more than 5 700 kg or a maximum operational passenger seating configuration (MOPSC) of more than nine shall be equipped with a TAWS that meets the requirements for: (a) class A equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2011; or (b) class B equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual CofA was first issued on or before 1 January 2011.





NCC.IDE.A.160

- (a) The following aeroplanes shall be equipped with a CVR:
- (1) aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2016; and
 - (2) aeroplanes with an MCTOM of more than 2 250 kg:
 - (i) certified for operation with a minimum crew of at least two pilots;
 - (ii) equipped with turbojet engine(s) or more than one turboprop engine; and
 - (iii) for which a type certificate is first issued on or after 1 January 2016.
- (b) The CVR shall be capable of retaining data recorded during at least:
- (1) the preceding 25 hours for aeroplanes with an MCTOM of more than 27 000 kg and first issued with an individual CofA on or after 1 January 2022; or
 - (2) the preceding 2 hours in all other cases.
- (c) The CVR shall record with reference to a timescale:
- (1) voice communications transmitted from or received in the flight crew compartment by radio;
 - (2) flight crew members' voice communications using the interphone system and the public address system, if installed;
 - (3) the aural environment of the flight crew compartment, including, without interruption, the audio signals received from each boom and mask microphone in use; and
 - (4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.
- (d) The CVR shall start automatically to record prior to the aeroplane moving under its own power and shall continue to record until the termination of the flight when the aeroplane is no longer capable of moving under its own power.
- I In addition to (d), depending on the availability of electrical power, the CVR shall start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight.
- (e) In addition to (d), depending on the availability of electrical power, the CVR shall start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight.
- (f) If the CVR is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the CVR is deployable, it shall have an automatic emergency locator transmitter.





<p>NCC.IDE.A.180</p> <p>NCC.IDE.A.180(a)</p>	<p>(a) Aeroplanes shall be equipped with:</p> <ul style="list-style-type: none"> (1) a seat or berth for each person on board who is aged 24 months or more; (2) a seat belt on each passenger seat and restraining belts for each berth; (3) a child restraint device (CRD) for each person on board younger than 24 months; (4) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant's torso in the event of rapid deceleration: <ul style="list-style-type: none"> (i) on each flight crew seat and on any seat alongside a pilot's seat; and (ii) on each observer's seat located in the flight crew compartment; <p>and</p> <ul style="list-style-type: none"> (5) a seat belt with upper torso restraint system on the seats for the minimum required cabin crew, in the case of aeroplanes first issued with an individual CofA after 31 December 1980. <p>(b) A seat belt with upper torso restraint system shall have:</p> <ul style="list-style-type: none"> (1) a single point release; (2) on the seats for the minimum number of required cabin crew members, two shoulder straps and a seat belt that may be used independently; (3) on flight crew members seats and on any seat alongside a pilot's seat, either of the following: <ul style="list-style-type: none"> (i) two shoulder straps and a seat belt that may be used independently; or (ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes: <ul style="list-style-type: none"> (A) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are compliant with the emergency landing dynamic conditions defined in the applicable certification specification; (B) aeroplanes with an MCTOM of 5 700 kg or less and with an MOPSC of nine or less that are not compliant with the emergency landing dynamic conditions defined in the applicable certification specification and having an individual CofA first issued before 25 August 2016.
<p>AMC3 NCC.IDE.A.180</p>	<p>SEATS FOR MINIMUM REQUIRED CABIN CREW</p> <ul style="list-style-type: none"> (a) Seats for the minimum required cabin crew members should be located near required floor level emergency exits, except if the emergency evacuation of passengers would be enhanced by seating cabin crew members elsewhere. In this case, other locations are acceptable. (b) Such seats should be forward or rearward facing within 15° of the longitudinal axis of the aeroplane.
<p>NCC.IDE.A.185</p>	<p>Aeroplanes in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed.</p>





NCC.IDE.A.190(b)	(b) First-aid kits shall be: (1) readily accessible for use; and (2) kept up-to-date.
NCC.IDE.A.195 NCC.IDE.A.195(a) NCC.IDE.A.195(c)	(a) Pressurised aeroplanes operated at flight altitudes for which the oxygen supply is required in accordance with (b) shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the required oxygen supplies. (b) Pressurised aeroplanes operated above flight altitudes at which the pressure altitude in the passenger compartments is above 10 000 ft shall carry enough breathing oxygen to supply: (1) all crew members and: (i) 100 % of the passengers for any period when the cabin pressure altitude exceeds 15 000 ft, but in no case less than 10 minutes' supply; (ii) at least 30 % of the passengers, for any period when, in the event of loss of pressurisation and taking into account the circumstances of the flight, the pressure altitude in the passenger compartment will be between 14 000 ft and 15 000 ft; and (iii) at least 10 % of the passengers for any period in excess of 30 minutes when the pressure altitude in the passenger compartment will be between 10 000 ft and 14 000 ft; (2) all the occupants of the passenger compartment for no less than 10 minutes, in the case of aeroplanes operated at pressure altitudes above 25 000 ft, or operated below that altitude, but under conditions that will not allow them to descend safely to a pressure altitude of 13 000 ft within 4 minutes. (c) Pressurised aeroplanes operated at flight altitudes above 25 000 ft shall, in addition, be equipped with: (1) a device to provide a warning indication to the flight crew of any loss of pressurisation; and (2) quick donning masks for flight crew members.
NCC.IDE.A.200 NCC.IDE.A.200(a)	(a) Non-pressurised aeroplanes operated at flight altitudes when the oxygen supply is required in accordance with (b) shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the required oxygen supplies. (b) Non-pressurised aeroplanes operated above flight altitudes at which the pressure altitude in the passenger compartments is above 10 000 ft shall carry enough breathing oxygen to supply: (1) all crew members and at least 10 % of the passengers for any period in excess of 30 minutes when the pressure altitude in the passenger compartment will be between 10 000 ft and 13 000 ft; and (2) all crew members and passengers for any period that the pressure altitude in the passenger compartments will be above 13 000 ft.





NCC.IDE.A.205	<p>(a) Aeroplanes shall be equipped with at least one hand fire extinguisher:</p> <p>(1) in the flight crew compartment; and</p> <p>(2) in each passenger compartment that is separate from the flight crew compartment, except if the compartment is readily accessible to the flight crew.</p> <p>(b) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.</p>
AMC1 NCC.IDE.A.205	<p>(a) The number and location of hand fire extinguishers should be such as to provide adequate availability for use, account being taken of the number and size of the passenger compartments, the need to minimise the hazard of toxic gas concentrations and the location of toilets, galleys, etc. These considerations may result in the number of fire extinguishers being greater than the minimum required.</p> <p>(b) There should be at least one hand fire extinguisher installed in the flight crew compartment and this should be suitable for fighting both flammable fluid and electrical equipment fires. Additional hand fire extinguishers may be required for the protection of other compartments accessible to the crew in flight. Dry chemical fire extinguishers should not be used in the flight crew compartment, or in any compartment not separated by a partition from the flight crew compartment, because of the adverse effect on vision during discharge and, if conductive, interference with electrical contacts by the chemical residues.</p> <p>(c) Where only one hand fire extinguisher is required in the passenger compartments, it should be located near the cabin crew member's station, where provided.</p> <p>(d) Where two or more hand fire extinguishers are required in the passenger compartments and their location is not otherwise dictated by consideration of (a), an extinguisher should be located near each end of the cabin with the remainder distributed throughout the cabin as evenly as is practicable.</p> <p>(e) Unless an extinguisher is clearly visible, its location should be indicated by a placard or sign. Appropriate symbols may also be used to supplement such a placard or sign.</p>
NCC.IDE.A.210	If areas of the aeroplane's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1.
NCC.IDE.A.215 NCC.IDE.A.215(a)(2)	<p>(a) Aeroplanes shall be equipped with:</p> <p>(1) an ELT of any type or an aircraft localisation means meeting the requirement of Annex IV (Part CAT), CAT.GEN.MPA.210, to Regulation (EU) No 965/2012, when first issued with an individual CofA on or before 1 July 2008;</p> <p>(2) an automatic ELT or an aircraft localisation means meeting the requirement of Annex IV (Part CAT), CAT. GEN.MPA.210, to Regulation (EU) No 965/2012, when first issued with an individual CofA after 1 July 2008.</p>





NCC.IDE.A.220(a)(b)	<p>(a) The following aeroplanes shall be equipped with a life-jacket for each person on board or equivalent individual floatation device for each person on board younger than 24 months, stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided:</p> <p>(1) landplanes operated over water at a distance of more than 50 NM from land or taking off or landing at an aerodrome or operating site where, in the opinion of the pilot-in-command, the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; and</p> <p>(2) seaplanes operated over water.</p> <p>(b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.</p>
<p>NCC.IDE.A.220(d)</p> <p>NCC.IDE.A.220(d)(2)</p>	<p>(d) The pilot-in-command of an aeroplane operated at a distance away from land where an emergency landing is possible greater than that corresponding to 30 minutes at normal cruising speed or 50 NM, whichever is the lesser, shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching, based on which he/she shall determine the carriage of:</p> <p>(1) equipment for making the distress signals;</p> <p>(2) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency; and</p> <p>(3) life-saving equipment to provide the means of sustaining life, as appropriate to the flight to be undertaken.</p>
NCC.IDE.A.230	<p>(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:</p> <p>(1) signalling equipment to make the distress signals;</p> <p>(2) at least one survival ELT(S); and</p> <p>(3) additional survival equipment for the route to be flown taking account of the number of persons on board.</p> <p>(b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:</p> <p>(1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:</p> <p>(i) 120 minutes at one-engine-inoperative (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</p> <p>(ii) 30 minutes at cruising speed for all other aeroplanes; or</p> <p>(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.</p>





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NCC.IDE.A.250	<p>(a) Aeroplanes shall be equipped with navigation equipment that will enable them to proceed in accordance with:</p> <p>(1) the ATS flight plan, if applicable; and</p> <p>(2) the applicable airspace requirements.</p> <p>(b) Aeroplanes shall have 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 shall allow safe navigation in accordance with (a), or an appropriate contingency action, to be completed safely.</p> <p>(c) Aeroplanes operated on flights in which it is intended to land in IMC shall be equipped with suitable equipment capable of providing guidance to a point from which a visual landing can be performed. This equipment shall be capable of providing such guidance for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodromes.</p> <p>(d) For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.</p> <p>(e) Aeroplanes shall be equipped with surveillance equipment in accordance with the applicable airspace requirements.</p>
NCC.IDE.A.260(b)	<p>(b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.</p>





Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010

Annex – Rules of the Air

Standard Reference	Standard Text
SERA.2020	No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.





SERA.3215	<p>(a) Except as provided by (e), at night all aircraft in flight shall display:</p> <p>(1) anti-collision lights intended to attract attention to the aircraft; and</p> <p>(2) except for balloons, navigation lights intended to indicate the relative path of the aircraft to an observer. Other lights shall not be displayed if they are likely to be mistaken for these lights.</p> <p>(b) Except as provided by (e), at night:</p> <p>(1) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;</p> <p>(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable;</p> <p>(3) all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and</p> <p>(4) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.</p> <p>(c) Except as provided by (e), all aircraft in flight and fitted with anti-collision lights to meet the requirement of (a)(1) shall display such lights also during day.</p> <p>(d) Except as provided by (e), all aircraft:</p> <p>(1) taxiing or being towed on the movement area of an aerodrome and fitted with anti-collision lights, to meet the requirement of (b)(3); or</p> <p>(2) on the movement area of an aerodrome and fitted with lights to meet the requirement of (b)(4); shall display such lights also during day.</p> <p>(e) A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of (a), (b), (c) and (d) if they do or are likely to:</p> <p>(1) adversely affect the satisfactory performance of duties; or</p> <p>(2) subject an outside observer to harmful dazzle.</p>
SERA.4005(a)(11)	<p>(a) A flight plan shall comprise information regarding such of the following items as are considered relevant by the competent authority:</p> <p>(11) Alternate aerodrome(s) or operating site(s)</p>





Commission Regulation (EU) No 1178/2011 of 03/11/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council

Annex I – Part-FCL

Standard Reference	Standard Text
FCL.045	<p>(a) A valid licence and a valid medical certificate shall always be carried by the pilot when exercising the privileges of the licence.</p> <p>(b) The pilot shall also carry a personal identification document containing his/her photo.</p> <p>(c) A pilot or a student pilot shall without undue delay present his/her flight time record for inspection upon request by an authorised representative of a competent authority.</p> <p>(d) A student pilot shall carry on all solo cross-country flights evidence of the authorisation required by FCL.020(a).</p> <p>(e) A pilot intending to fly outside Union territory on an aircraft registered in a Member State other than the one that issued the flight crew licence shall carry, in print or in electronic format, the latest issue of the ICAO attachment, which includes a reference to the ICAO registration number of the agreement that recognises the automatic validation of licences, as well as the list of States which are party to this agreement.</p>





<p>FCL.055(a) FCL.055(b)(1) FCL.055(c)</p>	<p>(a) General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date, and it shall be obtained in accordance with a procedure established by a competent authority. The minimum acceptable proficiency level is the operational level (Level 4) in accordance with Appendix 2 to this Annex.</p> <p>(b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Annex, at least an operational level of language proficiency both in the use of phraseologies and plain language to an assessor certified by a competent authority or a language-testing body approved by a competent authority as applicable. To do so, the applicant shall demonstrate the ability to:</p> <ol style="list-style-type: none"> (1) communicate effectively in voice-only and in face-to-face situations; (2) communicate on common and work-related topics with accuracy and clarity; (3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context; (4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and (5) use a dialect or accent which is intelligible to the aeronautical community. <p>(c) Except for pilots who have demonstrated language proficiency at an expert level (level 6) in accordance with Appendix 2 to this Annex, the language proficiency endorsement shall be re-evaluated every:</p> <ol style="list-style-type: none"> (1) 4 years, if the level demonstrated is operational level (level 4); or (2) 6 years, if the level demonstrated is extended level (level 5). <p>(d) Specific requirements for holders of an instrument rating (IR). By way of derogation from the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at the appropriate proficiency level as defined in Appendix 2 to this Annex.</p> <p>(e) The demonstration of language proficiency and the use of the English language for IR holders shall be done through a method of assessment established by any competent authority.</p>
<p>FCL.065(a)</p>	<p>Curtailment of privileges of licence holders aged 60 years or more in commercial air transport</p> <p>(a) Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew.</p>
<p>FCL.065(b)</p>	<p>(b) Age 65. Except in the case of a holder of a balloon or sailplane pilot license, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport.</p>



Annex IV – Part-MED

Standard Reference	Standard Text
MED.B.070(g) MED.B.070(g)(5)	<p>(g) Spectacles and contact lenses</p> <p>(1) If satisfactory visual function is achieved only with the use of correction, the spectacles or contact lenses shall provide optimal visual function, be well-tolerated and suitable for aviation purposes.</p> <p>(2) No more than one pair of spectacles shall be used to meet the visual requirements when exercising the privileges of the applicable licence(s).</p> <p>(3) For distant vision, spectacles or contact lenses shall be worn when exercising the privileges of the applicable licence(s).</p> <p>(4) For near vision, a pair of spectacles shall be kept available when exercising the privileges of the applicable licence(s).</p> <p>(5) A spare set of similarly correcting spectacles, for distant or near vision as applicable, shall be readily available for immediate use when exercising the privileges of the applicable licence(s).</p> <p>(6) If contact lenses are worn when exercising the privileges of the applicable licence(s), they shall be for distant vision, monofocal, and non-tinted and well-tolerated.</p> <p>(7) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.</p> <p>(8) Orthokeratological lenses shall not be used.</p>





Annex VI – Part-ARA

Standard Reference	Standard Text
ARA.MED.130	<p>The medical certificate shall conform to the following specifications:</p> <p>(a) Content</p> <p>(1) State where the pilot licence has been issued or applied for (I),</p> <p>(2) Class of medical certificate (II),</p> <p>(3) Certificate number commencing with the UN country code of the State where the pilot licence has been issued or applied for and followed by a code of numbers and/or letters in Arabic numerals and Latin script (III),</p> <p>(4) Name of holder (IV),</p> <p>(5) Nationality of holder (VI),</p> <p>(6) Date of birth of holder: (dd/mm/yyyy) (XIV),</p> <p>(7) Signature of holder (VII),</p> <p>(8) Limitation(s) (XIII),</p> <p>(9) Expiry date of the medical certificate (IX) for:</p> <p>(i) Class 1 single pilot commercial operations carrying passengers,</p> <p>(ii) Class 1 other commercial operations,</p> <p>(iii) Class 2,</p> <p>(iv) LAPL</p> <p>(10) Date of medical examination</p> <p>(11) Date of last electrocardiogram</p> <p>(12) Date of last audiogram</p> <p>(13) Date of issue and signature of the AME or medical assessor that issued the certificate. GMP may be added to this field if they have the competence to issue medical certificates under the national law of the Member State where the licence is issued.</p> <p>(14) Seal or stamp (XI)</p> <p>(b) Material: Except for the case of LAPL issued by a GMP the paper or other material used shall prevent or readily show any alterations or erasures. Any entries or deletions to the form shall be clearly authorised by the licensing authority.</p> <p>(c) Language: Certificates shall be written in the national language(s) and in English and such other languages as the licensing authority deems appropriate.</p> <p>(d) All dates on the medical certificate shall be written in a dd/mm/yyyy format.</p>





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Appendix I to Annex VI
(Part-ARA)

The flight crew licence issued by a Member State in accordance with Annex I (Part-FCL), Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395 and Annex III (Part-SFCL) to Commission Implementing Regulation (EU) 2018/1976 shall conform to the following specifications:

(a) Content. The item number shown shall always be printed in association with the item heading. Items I to XI are the “permanent” items and items XII to XIV are the “variable” items which may appear on a separate or detachable part of the main form. Any separate or detachable part shall be clearly identifiable as part of the licence.

(1) Permanent items:

- (I) State of licence issue;
- (II) title of licence;
- (III) serial number of the licence commencing with the UN country code of the State of licence issue and followed by ‘FCL’, ‘BFCL’ or ‘SFCL’, as applicable, and a code of numbers and/or letters in Arabic numerals and in Latin script;
- (IV) name of holder (in Latin script, even if the script of the national language(s) is other than Latin);
- (IVa) date of birth;
- (V) holder's address;
- (VI) nationality of holder;
- (VII) signature of holder;
- (VIII) competent authority and, where necessary, conditions under which the licence was issued;
- (IX) certification of validity and authorisation for the privileges granted;
- (X) signature of the officer issuing the licence and the date of issue; and
- (XI) seal or stamp of the competent authority.

(2) Variable items:

- (XII) ratings, certificates and, in the case of balloons and sailplanes, privileges: class, type, instructor certificates, etc., with dates of expiry, as applicable. Radio telephony (R/T) privileges may appear on the licence or on a separate certificate;
- (XIII) remarks: i.e. special endorsements relating to limitations and endorsements for privileges, including endorsements of language proficiency, remarks on the automatic validation of the licence, and ratings for Annex II aircraft, when used for commercial air transportation; and
- (XIV) any other details required by the competent authority (e.g. place of birth/place of origin).

(b) Material. The paper or other material used will prevent or readily show any alterations or erasures. Any entries or deletions to the form will be clearly authorised by the competent authority.





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(c) Language. Licences shall be written in the national language(s) and in English and such other languages as the competent authority deems appropriate.





Commission Delegated Regulation (EU) 2020/723 of 4 March 2020 laying down detailed rules with regard to the acceptance of third-country certification of pilots and amending Regulation (EU) No 1178/2011

Standard Reference	Standard Text
Regulation (EU) 2020/723 Art. 4	<p>1. A competent authority of a Member State may validate a pilot licence issued by a third country in compliance with the requirements of Annex 1 to the Chicago Convention.</p> <p>2. For the purposes of the provisions set out in this Regulation, the competent authority of the Member State shall be the following:</p> <p>(a) for pilots residing within the territory of the Union –a competent authority of the Member State of a place where a pilot resides or is established.</p> <p>(b) for pilots not residing in the territory of the Union –a competent authority of the Member State where the operator for which they are flying or intend to fly has its principal place of business, or where the aircraft on which they are flying or intend to fly is registered.</p> <p>3. The validation of a licence shall have a validity period, which does not exceed one year, and its privileges shall only be exercised as long as the licence remains valid. The competent authority that validated the licence may extend the validity only once and only by a maximum of one year, if during the validity period the pilot has applied for a licence in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011</p> <p>4. The holders of a licence validated by a Member State shall exercise their privileges in accordance with the requirements stated in Annex I (Part-FCL) to Regulation (EU) No 1178/2011.</p>

Commission Implementing Regulation (EU) No 1079/2012 of 16 November 2012 laying down requirements for voice channels spacing for the single European sky

Standard Reference	Standard Text
Regulation (EU) 1079/2012, Art. 5.4	Without prejudice to Article 2(5), from 1 January 2018 an operator shall not operate an aircraft in airspace where carriage of radio is required unless aircraft radio equipment has the 8.33 kHz channel spacing capability.





Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations

Annex I – Part-21

Standard Reference	Standard Text
21.B.325	<p>(a) The competent authority of the Member State of registry shall issue or change a certificate of airworthiness (EASA Form 25, see Appendix VI) without undue delay when it is satisfied that the requirements of point 21.B.326 and the applicable requirements of Section A of Subpart H of this Annex I (Part 21) are met.</p> <p>(b) The competent authority of the Member State of registry shall issue or change a Restricted certificate of airworthiness (EASA Form 24, see Appendix V) without undue delay when it is satisfied that requirements of point 21.B.327 and the applicable requirements of Section A of Subpart H of this Annex I (Part 21) are met.</p> <p>(c) For aircraft originating from a non-member State, in addition to the appropriate airworthiness certificate referred to in point (a) or (b), the competent authority of the Member State of registry shall issue:</p> <ol style="list-style-type: none"> 1. for new or used aircraft subject to Annex I (Part-M) to Commission Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15a, Appendix II); 2. for new aircraft subject to Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15c, Appendix II); 3. for used aircraft subject to Annex Vb (Part-ML) to Commission Regulation (EU) No 1321/2014, an initial airworthiness review certificate (EASA Form 15c, Appendix II), when the competent authority has performed the airworthiness review.
21.B.425	The competent authority of the Member State of registry shall, as applicable, issue, or amend noise certificates (EASA Form 45, see Appendix VII) without undue delay when it is satisfied that the applicable requirements of Section A, Subpart I are met.
Appendices (Part-21)	<p>When the Forms of this Annex are issued in a language other than English they shall include an English translation.</p> <p>Appendix I — EASA Form 1 Authorised release Certificate</p> <p>Appendix II — EASA Form 15a and 15c – Airworthiness Review Certificate</p> <p>Appendix III — EASA Form 20a Permit to Fly</p> <p>Appendix IV — EASA Form 20b Permit to Fly (issued by approved organisations)</p> <p>Appendix V — EASA Form 24 Restricted Certificate of Airworthiness</p>





Appendix VI — EASA Form 25 Certificate of Airworthiness
 Appendix VII — EASA Form 45 Noise Certificate
 Appendix VIII — EASA Form 52 Aircraft Statement of Conformity
 Appendix IX — EASA Form 53 Certificate of Release to Service
 Appendix X — EASA Form 55 Production Organisation Approval Certificate
 Appendix XI — EASA Form 65 Letter of Agreement for production without production organisation approval
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 Appendix I — EASA Form 1 Authorised release Certificate
 Appendix II — EASA Form 15a and 15c – Airworthiness Review Certificate
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 Appendix IV — EASA Form 20b Permit to Fly (issued by approved organisations)
 Appendix V — EASA Form 24 Restricted Certificate of Airworthiness
 Appendix VI — EASA Form 25 Certificate of Airworthiness
 Appendix VII — EASA Form 45 Noise Certificate
 Appendix VIII — EASA Form 52 Aircraft Statement of Conformity
 Appendix IX — EASA Form 53 Certificate of Release to Service
 Appendix X — EASA Form 55 Production Organisation Approval Certificate
 Appendix XI — EASA Form 65 Letter of Agreement for production without production organisation approval
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Commission Regulation (EU) No 1321/2014 of 26 November 2014 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks

Annex I – Part-M

Standard Reference	Standard Text
M.A.201(a)(b)(c)(e)	<p>(b) When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:</p> <ol style="list-style-type: none"> 1. the lessee is stipulated on the registration document, or; 2. detailed in the leasing contract. <p>When reference is made in this Part to the 'owner', the term owner covers the owner or the lessee, as applicable.</p> <p>(c) Any person or organisation performing maintenance shall be responsible for the tasks performed.</p> <p>(e) In the case of aircraft used by air carriers licensed in accordance with Regulation (EC) No 1008/2008¹ the operator shall be responsible for the continuing airworthiness of the aircraft it operates and shall:</p> <ol style="list-style-type: none"> (1) ensure that no flight takes place unless the conditions set out in point (a) are met; (2) take the necessary steps to ensure its approval as a continuing airworthiness management organisation ('CAMO') pursuant to Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), as part of air operator certificate for the aircraft it operates; (3) take the necessary steps to ensure its approval in accordance with Annex II (Part-145) or conclude a written contract in accordance with point CAMO.A.315(c) of Annex Vc (Part-CAMO) or point M.A.708(c) of this Annex (Part-M) with an organisation which has been approved in accordance with Annex II (Part-145). <p>(f) For complex motor-powered aircraft used for commercial specialised operations, for CAT operations other than those performed by air carriers licensed in accordance with Regulation (EC) No 1008/2008 or by commercial Approved Training Organisations ('ATO') and Declared Training Organisations ('DTO') referred to in Article 10a of Regulation (EU) No 1178/2011¹, the operator shall ensure that:</p> <ol style="list-style-type: none"> (1) no flight takes place unless the conditions set out in point (a) are met;





(2) the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M); when the operator is not a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), it shall conclude a written contract as regards the performance of those tasks in accordance with Appendix I to this Annex with an organisation approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M);

(3) the CAMO referred to in point (2) is approved in accordance with Annex II (Part-145) as an organisation to qualify for the issue of an approval for the maintenance of aircraft and of components for installation thereon, or that CAMO has concluded a written contract in accordance with point CAMO.A.315(c) of Annex Vc (Part-CAMO) or point M.A.708(c) of this Annex (Part-M) with organisations approved in accordance with Annex II (Part-145).

(g) For complex motor-powered aircraft not included in points (e) and (f), the owner shall ensure that:

(1) no flight takes place unless the conditions set out in point (a) are met;

(2) the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M); when the owner is not a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), it shall conclude a written contract as regards the performance of those tasks in accordance with Appendix I to this Annex with an organisation approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M);

(3) the CAMO referred to in point (2) is approved in accordance with Annex II (Part-145) as an organisation to qualify for the issue of an approval for the maintenance of aircraft and of components for installation thereon, or that CAMO has concluded a written contract in accordance with point CAMO.A.315(c) of Annex Vc (Part-CAMO) or point M.A.708(c) of this Annex (Part-M) with organisations approved in accordance with Annex II (Part-145).

(h) For aircraft other than complex motor-powered aircraft used for commercial specialised operations or for CAT operations other than those performed by air carriers licensed in accordance with Regulation (EC) No 1008/2008, or by commercial ATOs and commercial DTOs referred to in Article 10a of Regulation (EU) No 1178/2011, the operator shall ensure that:

(1) no flight takes place unless the conditions set out in point (a) are met;

(2) the tasks associated with continuing airworthiness are performed by a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), or a combined airworthiness organisation ('CAO') approved in accordance with Annex Vd (Part-CAO); when the operator is not a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), or a CAO approved in accordance with Annex Vd (Part-CAO), it shall conclude a written contract in accordance with Appendix I to this Annex with a CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M), or a CAO approved in accordance with Annex Vd (Part-CAO);





	<p>(3) the CAMO or CAO referred to in point (2) is approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or as a CAO with maintenance privileges, or that CAMO or CAO has concluded a written contract with organisations approved in accordance with Annex II (Part-145) or in accordance with Subpart F of this Annex (Part-M) or Annex Vd (Part-CAO) with maintenance privileges.</p> <p>(i) For aircraft other than complex motor-powered aircraft not included in points (e) and (h), or used for limited operations, the owner shall ensure that flight takes place only if the conditions set out in point (a) are met. To that end, the owner shall:</p> <p>(1) attribute the continuing airworthiness tasks referred to in point M.A.301 to a CAMO or CAO through a written contract concluded in accordance with Appendix I; or</p> <p>(2) carry out those tasks himself; or</p> <p>(3) carry out those tasks himself except the tasks of the development of and the processing of the approval of the AMP, only if those tasks are performed by a CAMO or CAO through a limited contract concluded in accordance with point M.A.302.</p> <p>(j) The owner/operator shall ensure that any person authorised by the competent authority is granted access to any of its facilities, aircraft or documents related to its activities, including any subcontracted activities, to determine compliance with this Part.</p> <p>(k) Where an aircraft included in an air operator certificate is used for non-commercial operations or specialised operations under point ORO.GEN.310 of Annex III or point NCO.GEN.104 of Annex VII to Regulation (EU) No 965/2012, the operator shall ensure that the tasks associated with continuing airworthiness are performed by the CAMO approved in accordance with Annex Vc (Part-CAMO) or Subpart G of this Annex (Part-M) or the combined airworthiness organisation ("CAO") approved in accordance with Annex Vd (Part-CAO), whichever applicable, of the air operator certificate holder.</p>
M.A.301(a)	<p>The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured by:</p> <p>(a) the accomplishment of pre-flight inspections;</p>
M.A.306(a) M.A.306(a)(3)	<p>(a) In addition to the requirements of M.A.305, for CAT, commercial specialised operations and commercial ATO or commercial DTO operations, the operator shall use a technical log system containing the following information for each aircraft:</p> <ol style="list-style-type: none"> 1. information about each flight, necessary to ensure continued flight safety, and; 2. the current aircraft certificate of release to service, and; 3. the current maintenance statement giving the aircraft maintenance status of what scheduled and out of phase maintenance is next due except that the competent authority may agree to the maintenance statement being kept elsewhere, and; 4. all outstanding deferred defects rectifications that affect the operation of the aircraft, and; 5. any necessary guidance instructions on maintenance support arrangements.
M.A.401(a)	<p>(a) The person or organisation maintaining an aircraft shall have access to and use only applicable current maintenance data in the performance of maintenance including modifications and repairs.</p>





M.A.402	<p>Except for maintenance performed by a maintenance organisation approved in accordance with Annex II (Part-145), any person or organisation performing maintenance shall:</p> <ul style="list-style-type: none"> (a) be qualified for the tasks performed, as required by this part; (b) ensure that the area in which maintenance is carried out is well organised and clean in respect of dirt and contamination; (c) use the methods, techniques, standards and instructions specified in the M.A.401 maintenance data;A(d) use the tools, equipment and material specified in the M.A.401 maintenance data. If necessary, tools and equipment shall be controlled and calibrated to an officially recognised standard; (e) ensure that maintenance is performed within any environmental limitations specified in the M.A.401 maintenance data; (f) ensure that proper facilities are used in case of inclement weather or lengthy maintenance; (g) ensure that the risk of multiple errors during maintenance and the risk of errors being repeated in identical maintenance tasks are minimised; (h) ensure that an error capturing method is implemented after the performance of any critical maintenance task; and (i) carry out a general verification after completion of maintenance to ensure the aircraft or component is clear of all tools, equipment and any extraneous parts or material, and that all access panels removed have been refitted.
M.A.403 M.A.403(c)(d)	<ul style="list-style-type: none"> (a) Any aircraft defect that hazards seriously the flight safety shall be rectified before further flight. (b) Only the authorised certifying staff, according to points M.A.801(b)1, M.A.801(b)2, M.A.801(c), M.A.801(d) or Annex II (Part-145) can decide, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken before further flight and which defect rectification can be deferred. However, this does not apply when the MEL is used by the pilot or by the authorised certifying staff. (c) Any aircraft defect that would not hazard seriously the flight safety shall be rectified as soon as practicable, after the date the aircraft defect was first identified and within any limits specified in the maintenance data or the MEL. (d) Any defect not rectified before flight shall be recorded in the aircraft continuing airworthiness record system referred to in point M.A.305 or, if applicable in the aircraft technical log system referred to in point M.A.306.
M.A.501	<ul style="list-style-type: none"> (a) All components shall be classified into the following categories: <ul style="list-style-type: none"> (1) Components which are in a satisfactory condition, released on an EASA Form 1 or equivalent and marked in accordance with Subpart Q of Annex I (Part-21) to Regulation (EU) No 748/2012, unless otherwise specified in Annex I (Part-21) to Regulation (EU) No 748/2012 or in this Annex (Part-M) or Annex Vd (Part-CAO). (2) Unserviceable components which shall be maintained in accordance with this Regulation. (3) Components categorised as unsalvageable because they have reached their mandatory life limitation or contain a non-repairable defect.





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	(4) Standard parts used on an aircraft, engine, propeller or other aircraft component when specified in the maintenance data and accompanied by evidence of conformity traceable to the applicable standard. (5) Material both raw and consumable used in the course of maintenance when the organisation is satisfied that the material meets the required specification and has appropriate traceability. All materials must be accompanied by documentation clearly relating to the particular material and containing a conformity to specification statement plus both the manufacturing and supplier source. (b) Components, standard parts and material shall only be installed on an aircraft or a component when they are in a satisfactory condition, belong to one of the categories listed in point (a) and the applicable maintenance data specifies the particular component, standard part or material.
M.A.801(b)	(b) No aircraft can be released to service unless a CRS is issued when all maintenance tasks ordered have been properly carried out. The CRS shall be issued by an authorised certifying staff of the maintenance organisation approved in accordance with Subpart F of this Annex or with Annex Vd (Part-CAO), except for maintenance tasks other than complex maintenance tasks listed in Appendix VII to this Annex where the CRS is issued, alternatively by: 1. independent certifying staff acting in accordance with the requirements laid down in Article 5 of this Regulation; 2. the pilot-owner acting in accordance with point M.A.803 of this Annex.
M.A.901(m)	To ensure the validity of the aircraft airworthiness certificate, an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically. (m) Through the physical survey of the aircraft, the airworthiness review staff shall ensure that: 1. all required markings and placards are properly installed;





Annex II – Part-145

Standard Reference	Standard Text
145.A.50(a)	(a) A certificate of release to service shall be issued by appropriately authorised certifying staff on behalf of the organisation when it has been verified that all maintenance ordered has been properly carried out by the organisation in accordance with the procedures specified in point 145.A.70, taking into account the availability and use of the maintenance data specified in point 145.A.45 and that there are no non-compliances which are known to endanger flight safety.

Commission Regulation (EU) No 1332/2011 of 16 December 2011 laying down common airspace usage requirements and operating procedures for airborne collision avoidance

Annex – Part-ACAS

Standard Reference	Standard Text
AUR.ACAS.1005	<p>(1) The following turbine-powered aeroplanes shall be equipped with collision avoidance logic version 7.1 of ACAS II:</p> <p>(a) aeroplanes with a maximum certificated take-off mass exceeding 5 700 kg;</p> <p>(b) aeroplanes authorised to carry more than 19 passengers.</p> <p>(2) Aircraft not referred to in point 1 which are equipped on a voluntary basis with ACAS II shall have collision avoidance logic version 7.1.</p> <p>(3) Point 1 shall not apply to unmanned aircraft systems.</p>





Commission Regulation (EU) 2015/640 of 23 April 2015 on additional airworthiness specifications for a given type of operations and amending Regulation (EU) No 965/2012

Annex I – Part-26

Standard Reference	Standard Text
Part 26.110(a)	Operators of large aeroplanes used in commercial air transport shall comply with the following: (a) means shall be provided to facilitate the location, access, and operation of emergency exits by cabin occupants under foreseeable conditions in the cabin in case of an emergency evacuation;
Part 26.110(b)	Operators of large aeroplanes used in commercial air transport shall comply with the following: (b) means shall be provided to facilitate the location and operation of emergency exits by personnel on the outside of the aeroplane in case of an emergency evacuation.
Part 26.120	Operators of large aeroplanes used in commercial air transport shall provide means to ensure that illuminated exit signage, general cabin and exit area illumination, and low level exit path illumination is available to facilitate the location of exits and movement of passengers to the exits in case of emergency evacuation.
Part 26.150(a)	Operators of large aeroplanes used in commercial air transport shall comply with the following: (a) all materials and equipment used in compartments occupied by the crew or passengers shall demonstrate flammability characteristics compatible with minimising the effects of in-flight fires and the maintenance of survivable conditions in the cabin for a time commensurate with that needed to evacuate the aircraft;
Part 26.150(b)(c)	Operators of large aeroplanes used in commercial air transport shall comply with the following: (b) smoking prohibition shall be indicated with placards; (c) disposal receptacles shall be such that containment of an internal fire is ensured; such receptacles shall be marked to prohibit the disposal of smoking materials.
Part 26.160(a)	Operators of large aeroplanes used in commercial air transport with a maximum operational passenger seating configuration of more than 19 shall comply with the following: Lavatories shall be equipped with: (a) smoke detection means;





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Part 26.160(b)	Operators of large aeroplanes used in commercial air transport with a maximum operational passenger seating configuration of more than 19 shall comply with the following: Lavatories shall be equipped with: (b) means to automatically extinguish a fire occurring in each disposal receptacle.
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Certification Specifications (CS)

CS-23 Normal, Utility, Aerobatic and Commuter Aeroplanes

Standard Reference	Standard Text
CS 23.2315	<p>(a) With the cabin configured for take-off or landing, the aeroplane is designed to:</p> <ol style="list-style-type: none"> (1) Facilitate rapid and safe evacuation of the aeroplane in conditions likely to occur following an emergency landing, excluding ditching for Level-1, Level-2 and single-engine Level-3 aeroplanes. (2) Have means of egress (openings, exits or emergency exits) that can be readily located and opened from the inside and outside. The means of opening must be simple and obvious. (3) Have easy access to emergency exits when present. <p>(b) Aeroplanes approved for aerobatics must have a means to egress the aeroplane in flight.</p>
CS 23.2325	<p>(a) The aeroplane is designed to minimise the risk of fire initiation due to:</p> <ol style="list-style-type: none"> (1) anticipated heat or energy dissipation or system failures or overheat that are expected to generate heat sufficient to ignite a fire; (2) ignition of flammable fluids, gases or vapours; and (3) fire-propagating or -initiating system characteristics (e.g. oxygen systems). <p>(b) The aeroplane is designed to minimise the risk of fire propagation by:</p> <ol style="list-style-type: none"> (1) providing adequate fire or smoke awareness and extinguishing means when practical; (2) application of self-extinguishing, flame-resistant, or fireproof materials that are adequate to the application, location and certification level; or (3) specifying and designing designated fire zones that meet the specifications of CS 23.2330.
CS 23.2340	<p>The following design and construction information is established:</p> <ol style="list-style-type: none"> (a) operating limitations, procedures and instructions necessary for the safe operation of the aeroplane; (b) the need for instrument markings or placards; (c) any additional information necessary for the safe operation of the aeroplane; and (d) inspections or maintenance to assure continued safe operation.
CS 23.2535	Safety and survival equipment, required by the operating rules, must be reliable, readily accessible, easily identifiable, and clearly marked to identify its method of operation.
CS 23.2605	(a) Each item of installed equipment related to the flight crew interface must be labelled, if applicable, as for its identification, function, or operating limitations, or any combination of these factors.





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	(b) There must be a discernible means of providing system operating parameters required to operate the aeroplane, including warnings, cautions, and normal indications, to the responsible crew member. (c) Information concerning an unsafe system operating condition must be provided in a timely manner to the crew member responsible for taking corrective action. The information must be clear enough to avoid likely crew member errors. (d) Information related to safety equipment is easily identifiable and its method of operation is clearly marked.
CS 23.2610	(a) Each aeroplane must display in a conspicuous manner any placard and instrument marking necessary for operation. (b) The design must clearly indicate the function of each cockpit control, other than primary flight controls. (c) The applicant must include instrument marking and placard information in the Aeroplane Flight Manual.





CS-25 Large Aeroplanes

Standard Reference	Standard Text
CS 25.609	Each part of the structure must- (a) Be suitably protected against deterioration or loss of strength in service due to any cause, including – (1) Weathering; (2) Corrosion; and (3) Abrasion; and (b) Have provisions for ventilation and drainage where necessary for protection.
CS 25.677(b)	(b) There must be means adjacent to the trim control to indicate the direction of the control movement relative to the aeroplane motion. In addition, there must be clearly visible means to indicate the position of the trim device with respect to the range of adjustment. The indicator must be clearly marked with the range within which it has been demonstrated that take-off is safe for all centre of gravity positions approved for take-off.
CS 25.785(h)	Each seat located in the passenger compartment and designated for use during take-off and landing by a cabin crew member required by the Operating Rules must be – (1) Near a required floor level emergency exit, except that another location is acceptable if the emergency egress of passengers would be enhanced with that location. A cabin crew member seat must be located adjacent to each Type A or B emergency exit. Other cabin crew member seats must be evenly distributed among the required floor level emergency exits to the extent feasible. (2) To the extent possible, without compromising proximity to a required floor level emergency exit, located to provide a direct view of the cabin area for which the cabin crewmember is responsible. (3) Positioned so that the seat will not interfere with the use of a passageway or exit when the seat is not in use. (4) Located to minimise the probability that occupants would suffer injury by being struck by items dislodged from service areas, stowage compartments, or service equipment. (5) Either forward or rearward facing with an energy absorbing rest that is designed to support the arms, shoulders, head and spine. (6) Equipped with a restraint system consisting of a combined safety belt and shoulder harness unit with a single point release. There must be means to secure each restraint system when not in use to prevent interference with rapid egress in an emergency.
CS 25.803	(a) Each crew and passenger area must have emergency means to allow rapid evacuation in crash landings, with the landing gear extended as well as with the landing gear retracted, considering the possibility of the aeroplane being on fire. (b) Reserved.





	(c) For aeroplanes having a seating capacity of more than 44 passengers, it must be shown that the maximum seating capacity, including the number of crew members required by the operating rules for which certification is requested, can be evacuated from the aeroplane to the ground under simulated emergency conditions within 90 seconds. Compliance with this requirement must be shown by actual demonstration using the test criteria outlined in Appendix J of this CS-25 unless the Agency find that a combination of analysis and testing will provide data equivalent to that which would be obtained by actual demonstration.
CS 25.813(c)	<p>(c) The following must be provided for each Type III or Type IV exit –</p> <p>(1) There must be access from the nearest aisle to each exit.</p> <p>(2) In addition, for each Type III exit in an aeroplane that has a passenger seating configuration of 20 or more and which has only seats installed immediately to the forward and aft of the access route(s)</p> <p>(7) The design of each seat, bulkhead/partition or other feature, bounding the passageway leading to each Type III or Type IV exit must be such that</p> <p>(i) evacuees are hindered from climbing over in the course of evacuating.</p> <p>(ii) any baggage stowage provisions (such as under seat stowage) would prevent baggage items entering the passageway under the inertia forces of CS 25.561(b) (3) unless placards are installed to indicate that no baggage shall be stowed under the seats bounding the passageway. (iii) no protrusions (such as coat hooks) could impede evacuation.</p> <p>(8) The design and arrangement of all seats bordering and facing a passageway to each Type III or Type IV exit, both with and without the bottom cushion in place, must be free from any gap, which might entrap a foot or other part of a person standing or kneeling on a seat or moving on or along the seat row.</p>
CS 25.856(a)	(a) Thermal/acoustic insulation material installed in the fuselage must meet the flame propagation test requirements of Part VI of Appendix F to CS 25, or other approved equivalent test requirements. This requirement does not apply to “small parts”, as defined in Part I of Appendix F to CS 25
CS 25.858	<p>If certification with cargo or baggage compartment smoke or fire detection provisions is requested, the following must be met for each cargo or baggage compartment with those provisions:</p> <p>(a) The detection system must provide a visual indication to the flight crew within one minute after the start of a fire.</p> <p>(b) The system must be capable of detecting a fire at a temperature significantly below that at which the structural integrity of the aeroplane is substantially decreased.</p> <p>(c) There must be means to allow the crew to check in flight, the functioning of each smoke or fire detector circuit.</p> <p>(d) The effectiveness of the detection system must be shown for all approved operating configurations and conditions.</p>
CS 25.1411(a)(b)	<p>(a) <i>Accessibility</i>. Required safety equipment to be used by the crew in an emergency must be readily accessible.</p> <p>(b) <i>Stowage provisions</i>. Stowage provisions for required emergency equipment must be furnished and must –</p>





CS 25.1411(b)	(1) Be arranged so that the equipment is directly accessible and its location is obvious; and (2) Protect the safety equipment from inadvertent damage.
CS 25.1541	(a) The aeroplane must contain – (1) The specified markings and placards; and (2) Any additional information, instrument markings, and placards required for the safe operation if there are unusual design, operating, or handling characteristics. (b) Each marking and placard prescribed in sub-paragraph (a) of this paragraph – (1) Must be displayed in a conspicuous place; and (2) May not be easily erased, disfigured, or obscured.
CS 25.1545	The airspeed limitations required by CS 25.1583(a) must be easily read and understood by the flight crew.
CS 25.1547(a)-(c)	(a) A placard meeting the requirements of this paragraph must be installed on, or near, the magnetic direction indicator. (b) The placard must show the calibration of the instrument in level flight with the engines operating. (c) The placard must state whether the calibration was made with radio receivers on or off.
CS 25.1561 CS 25.1561(a)	(a) Each safety equipment control to be operated by the crew in emergency, such as controls for automatic liferaft releases, must be plainly marked as to its method of operation. (b) Each location, such as a locker or compartment, that carries any fire extinguishing, signalling, or other lifesaving equipment must be marked accordingly. (c) Stowage provisions for required emergency equipment must be conspicuously marked to identify the contents and facilitate the easy removal of the equipment. (d) Each liferaft must have obviously marked operating instructions. (e) Approved survival equipment must be marked for identification and method of operation.
CS 25.1563	A placard showing the maximum airspeeds for wingflap extension for the take-off, approach, and landing positions must be installed in clear view of each pilot.





CS-26 Additional airworthiness specification for operations

Standard Reference	Standard Text
CS 26.110(a)-(e) CS 26.110(e)	<p>Compliance with point 26.110 of Part-26 is demonstrated by complying with CS 25.811(a) to (d), and (f)&(g), or equivalent, and CS 25.811(e) or equivalent, or with the following:</p> <p>(a) Each passenger emergency exit, its means of access, and its means of opening are conspicuously marked.</p> <p>(b) The identity and location of each passenger emergency exit is recognisable from a distance equal to the width of the cabin.</p> <p>(c) Means are provided to assist the occupants in locating the exits in conditions of dense smoke.</p> <p>(d) The location of each passenger emergency exit is indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There is:</p> <p>(1) a passenger emergency exit locator sign above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it is more practical because of low headroom, except that one sign may serve more than one exit if each exit can be seen readily from the sign;</p> <p>(2) a passenger emergency exit marking sign next to each passenger emergency exit, except that one sign may serve two such exits if they can both be seen readily from the sign; and</p> <p>(3) a sign on each bulkhead or divider that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this is not possible, the sign may be placed at another appropriate location. Each sign listed in this sub-paragraph may use the word 'exit' in its legend in place of the term 'emergency exit' or a universal symbolic exit sign. The design of the exit signs is chosen to provide a consistent set throughout the cabin. (See GM1 26.110(d))</p> <p>(e) The location of the operating handle and instructions for opening exits from the inside of the aeroplane are clearly shown in the following manner:</p> <p>(1) each passenger emergency exit has, on or near the exit, a marking that is readable from a distance of 76 cm (30 inches);</p> <p>(2) each passenger emergency exit operating handle and the cover removal instructions, if the handle is covered, are:</p> <p>(i) self-illuminated with an initial brightness of at least 0.51 candela/m² (160 micro-lamberts); or</p> <p>(ii) conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit.</p> <p>(3) Reserved</p> <p>(4) All Type II and larger passenger emergency exits with a locking mechanism released by motion of a handle, are marked by a red arrow with a shaft at least 19 mm (0.75 inch) wide, adjacent to the handle, that indicates the full extent and direction of the unlocking motion required. The word OPEN is horizontally situated adjacent to the arrow head and is in red capital letters at least 25 mm (1 inch) high. The arrow and word OPEN are located on a background which provides adequate contrast. (See GM1 26.110(e)(4))</p>





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CS 26.110(f)	<p>(f) Each emergency exit that is openable from the outside, and its means of opening is marked on the outside of the aeroplane. In addition, the following apply:</p> <p>(1) The outside marking for each passenger emergency exit in the side of the fuselage includes one 5 cm (2 inch) coloured band outlining the exit.</p> <p>(2) Each outside marking including the band, has colour contrast to be readily distinguishable from the surrounding fuselage surface. The contrast is such that if the reflectance of the darker colour is 15% or less, the reflectance of the lighter colour is at least 45%. 'Reflectance' is the ratio of the luminous flux reflected by a body to the luminous flux it receives. When the reflectance of the darker colour is greater than 15%, at least a 30% difference between its reflectance and the reflectance of the lighter colour is provided.</p> <p>(3) In the case of exits other than those in the side of the fuselage, such as ventral or tail cone exits, the external means of opening, including instructions if applicable, are conspicuously marked in red, or bright chrome yellow if the background colour is such that red is inconspicuous. When the opening is located on only one side of the fuselage, a conspicuous marking to that effect is provided on the other side.</p>
CS 26.120	<p>Compliance with point 26.120 of Part is demonstrated by complying with CS 25.812 (b),(c),(d) &(h) of CS-25 or equivalent and CS 25.812 (a) and (e) of CS-25 or equivalent, or with the following:</p> <p>(a) An emergency lighting system, independent of the main lighting system, is installed. However, sources of general cabin illumination may be common to both the emergency and the main lighting system if the power supply to the emergency lighting system is independent of the power supply to the main lighting system. The emergency lighting system includes:</p> <p>(1) Illuminated emergency exit marking and locating signs, sources of general cabin illumination and interior lighting in emergency exit areas.</p> <p>(2) for aeroplanes that have a maximum approved passenger seating configuration of more than 19, a floor proximity emergency escape path marking provides emergency evacuation guidance for passengers when all sources of illumination more than 1.22 m (4 feet) above the cabin aisle floor are totally obscured. In the dark of the night, the floor proximity emergency escape path marking enables each passenger to:</p> <p>(i) after leaving the passenger seat, visually identify the emergency escape path along the cabin aisle floor to the first exits or pair of exits forward and aft of the seat;</p> <p>(ii) readily identify each exit from the emergency escape path by reference only to markings and visual features not more than 1.22 m (4 feet) above the cabin floor.</p> <p>(b) Except for lights forming part of the emergency lighting subsystems provided in compliance with Part CAT.IDE.A.275 (b)(4) and (5) that serve no more than one assist means, are independent of the aeroplane's main emergency lighting systems, and are automatically activated when the assist means is deployed, each light required for interior and exterior emergency lighting:</p>





- (1) is operable manually both from the flight crew station and for aeroplanes on which a cabin crew member is required, from a point in the passenger compartment that is readily accessible from a normal cabin crew seat;
- (2) has a means to prevent inadvertent operation of the manual controls;
- (3) when armed or turned on at either station, remains lighted or becomes lighted upon interruption of the aeroplane's normal electric power;
- (4) provides the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing;
- (5) has a cockpit control device that has an 'on', 'off', and 'armed' position.
- (c) In addition to subparagraphs (a), and (b) above, for an aeroplane which had its initial Certificate of Airworthiness issued prior to 1 December 2006, the following conditions are met:
 - (1) For an aeroplane for which the application for the type certificate was filed prior to 1 May 1972:
 - (i) Each passenger emergency exit marking and each locating sign has white letters at least 25 mm (1 inch) high on a red background at least 5 cm (2 inches) high. These signs may be internally electrically illuminated, or self-illuminated by other than electrical means, with an initial brightness of at least 0.509 cd/m² (160 microlamberts). The colours may be reversed in the case of internally electrically illuminated signs if this will increase the illumination of the exit. On these aeroplanes, no sign may continue to be used if its luminescence (brightness) decreases to below 0.318 cd/m² (100 microlamberts).
 - (ii) The sources of general cabin illumination provides enough general lighting in the passenger cabin so that the average illumination when measured at 102 cm (40-inch) intervals at seat armrest height, on the centreline of the main passenger aisle, is at least 0.54 lux (0.05 foot-candle).
 - (iii) The floor of the passageway leading to each floor level passenger emergency exit, between the main aisles and the exit openings is provided with illumination.
 - (2) For an aeroplane for which the application for the type certificate was filed on or after 1 May 1972, the interior emergency lighting specifications under which the aeroplane was type certificated. On these aeroplanes, no sign may continue to be used if its luminescence (brightness) decreases to below 0.796 cd/m² (250 microlamberts).
- (d) In addition to subparagraphs (a) and (b) above, for an aeroplane which had its initial Certificate of Airworthiness issued on or after 1 December 2006, and for which the application for the type certificate was filed prior to 1 May 1972, the following conditions are met:
 - (1) For an aeroplane that has a passenger seating configuration, excluding pilot seats, of:
 - (i) 10 seats or more, each passenger emergency exit locator sign and marking sign required by Part 26.110(d) has red letters at least 38 mm (1 ½ inches) high on an illuminated white background, and has an area of at least 135 cm² (21 square inches) excluding the letters. The lighted background-to-letter contrast is at least 10:1. The letter height to stroke-width ratio are not more than 7:1 nor





less than 6:1. These signs are internally electrically illuminated with a background brightness of at least 86 cd/m² (25 foot-lamberts) and a high-to-low background contrast no greater than 3:1. Other passenger emergency exit signs required by Part 26.110(d) have red letters at least 38 mm (1 ½ inches) high on a white background having an area of at least 135 cm² (21 square inches) excluding the letters. These signs are internally, electrically illuminated or self-illuminated by other than electrical means and have an initial brightness of at least 1.27 cd/m² (400 microlamberts). The colours are reversed in the case of a sign that is self-illuminated by other than electrical means. On these aeroplanes, no sign continues to be used if its luminescence (brightness) decreases to below 0.796 cd/m² (250 microlamberts).

(ii) 9 seats or less, passenger emergency exit signs that are required by Part 26.110(d), have red letters at least 25 mm (1 inch) high on a white background at least 5 cm (2 inches) high. These signs may be internally electrically illuminated or self-illuminated by other than electrical means, with an initial brightness of at least 0.509 cd/m² (160 microlamberts). The colours may be reversed in the case of a sign that is self-illuminated by other than electrical means. On these aeroplanes, no sign continues to be used if its luminescence (brightness) decreases to below 0.318 cd/m² (100 microlamberts).

(2) General illumination in the passenger cabin is provided so that when measured along the centreline of the main passenger aisle(s), and cross aisle(s) between main aisles, at seat armrest height and at 102 cm (40-inch) intervals, the average illumination is not less than 0.54 lux (0.05 foot-candle) and the illumination at each 102 cm (40-inch) interval is not less than 0.11 lux (0.01 foot-candle). A main passenger aisle is considered to extend along the fuselage from the most forward passenger emergency exit or cabin occupant seat, whichever is farther forward, to the most rearward passenger emergency exit or cabin occupant seat, whichever is farther aft.

(3) The floor of the passageway leading to each floor-level passenger emergency exit, between the main aisles and exit openings, is provided with illumination that is not less than 0.22 lux (0.02 foot-candle) measured along a line that is within 15 cm (six inches) of and parallel to the floor and is centred on the passenger evacuation path.

(e) Each sign required by Part 26.120 may use a universal symbolic exit sign. The design of the signs is chosen to provide a consistent set throughout the cabin. (See GM1 26.110(d)) (See GM1 26.110(d))





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Other references

Standard Reference	Standard Text
EUROCAE ED-121 SAE AS8056 (E)TSO-C175	For new models of carts identified and manufactured after 4 November 2005: The brake system shall hold the fully loaded cart, in the forward and aft orientation, stationary on an 11 degree slope carpeted with low-pile carpet representative of that used by the airlines.

