

REGULATION (EU) 965/2012, ANNEX VIII, SUBPART D, SECTION 1 OPERATOR'S COMPLIANCE CHECKLIST/STATEMENT

AEROPLANES

Aircraft Registration

Aircraft Type :

Serial Number:

Year of Manufacturer :

Maximum Certificated Take-Off Mass (MCTOM):

Maximum Operational Passenger Seating Configuration (MOPSC):

Individual CofA Date:

Maximum Operating Pressure Altitude (ft):

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.100 - Instruments and equipment - general			
(a)			
(a)(1)	(a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements if they are: (1) used by the flight crew to control the flight path; (2) used to comply with SPO.IDE.A.215; (3) used to comply with SPO.IDE.A.220; or (4) installed in the aeroplane.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(3)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(4)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) The following items, when required by this Subpart, do not need an equipment approval: (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, (8) a simple PCDS used by a task specialist as a restrain device.		
(b)(1)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(2)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(3)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(4)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(5)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(6)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(7)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(8)	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A		
(c)	(c) Instruments, equipment or accessories not required under this Annex (Part-SPO) as well as any other equipment which is not required under this Regulation, but carried on a flight, shall comply with the following requirements: (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 SPO.IDE.A.215 and SPO.IDE.A.220 of this Annex; (2) the instruments, equipment or accessories shall not affect the airworthiness of the aeroplane, even in the case of failures or malfunction.		
(c)(1)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(2)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(f)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
	(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.		
	(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.		
	(f) All required emergency equipment shall be easily accessible for immediate use.		
	Refer also to : GM1 SPO.IDE.A.100(a); GM1 SPO.IDE.A.100(b); GM1 SPO.IDE.A.100(c); GM1 SPO.IDE.A.100(d)		

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.105 - Minimum equipment for flight			
(a)	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 either of the following conditions is fulfilled:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(a) the aeroplane is operated in accordance with the minimum equipment list (MEL), (b) for complex-motor-powered aeroplanes and for any aeroplane used in commercial operations, 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;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(c) the aeroplane is subject to a permit to fly issued in accordance with the applicable airworthiness requirements. Refer also to: AMC1 SPO.IDE.A.105; GM1 SPO.IDE.A.105	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.110 - Spare electrical fuses			
	Aeroplanes shall be equipped with spare electrical fuses, of the ratings required for complete circuit protection, for replacement of those fuses that are allowed to be replaced in flight. Refer also to : GM1 SPO.IDE.A.110	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.115 - Operating lights			
(a)	Aeroplanes operated at night shall be equipped with:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(a) an anti-collision light system;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(b) navigation/position lights;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)	(c) a landing light;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)	(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;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(f)	(e) lighting supplied from the aeroplane's electrical system to provide illumination in all cabin compartments;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(g)	(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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.120 - Operations under VFR — flight and navigational instruments and associated equipment			
(a)	(a) Aeroplanes operated under VFR by day shall be equipped with a means of measuring and displaying the following:		
(a)(1)	(1) magnetic heading,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(2) time in hours, minutes and seconds,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
(a)(3)	(3) barometric altitude,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(4)	(4) indicated airspeed,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(5)	(5) Mach number whenever speed limitations are expressed in terms of Mach number, and (6) slip for complex motor-powered aeroplanes.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(6)	(b) Aeroplanes operating under VMC at night shall be, in addition to (a), equipped with:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(1) a means of measuring and displaying the following:		
(b)(1)	(i) turn and slip,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(1)(i)	(ii) attitude,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(1)(ii)	(iii) vertical speed, and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(1)(iii)	(iv) stabilised heading;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(1)(iv)	(2) a means of indicating when the supply of power to the gyroscopic instruments is not adequate.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(2)	(c) Complex motor-powered aeroplanes operating under VMC over water and out of sight of the land shall be, in addition to (a) and (b), equipped with a means of preventing malfunction of the airspeed indicating system due to condensation or icing.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(d) Aeroplanes operated in conditions where they cannot be maintained in a desired flight path without reference to one or more additional instruments, shall be, in addition to (a) and (b), equipped with a means of preventing malfunction of the airspeed indicating system required in (a)(4) due to condensation or icing.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)	(e) Whenever two pilots are required for the operation, aeroplanes shall be equipped with an additional separate means of displaying the following:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)	(1) barometric altitude,		
(e)(1)	(2) indicated airspeed,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(2)	(3) slip, or turn and slip, as applicable,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(3)	(4) attitude, if applicable,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(4)	(5) vertical speed, if applicable	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(5)	(6) stabilised heading, if applicable, and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(6)	(7) Mach number whenever speed limitations are expressed in terms of Mach number, if applicable.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(7)	Refer also to : AMC1 SPO.IDE.A.120; AMC2 SPO.IDE.A.120; AMC1 SPO.IDE.A.120(a)(1); AMC1 SPO.IDE.A.120(a)(2); AMC1 SPO.IDE.A.120(a)(3); AMC1 SPO.IDE.A.120(a)(4); AMC1 SPO.IDE.A.120(c); AMC1 SPO.IDE.A.120(e); GM1 SPO.IDE.A.120	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.125 - Operations under IFR — flight and navigational instruments and associated equipment			
(a)	Aeroplanes operated under IFR shall be equipped with:		
(a)(1)	(a) a means of measuring and displaying the following:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(1) magnetic heading	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(3)	(2) time in hours, minutes and seconds,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(4)	(3) barometric altitude,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
	(4) indicated airspeed,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
	(5) vertical speed,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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(a)(5)	(6) turn and slip, (7) attitude,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(6)	(8) stabilised heading, (9) outside air temperature, and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(7)	(10) Mach number, whenever speed limitations are expressed in terms of Mach number;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(8)	(b) a means of indicating when the supply of power to the gyroscopic instruments is not adequate.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(9)	(c) whenever two pilots are required for the operation, an additional separate means of displaying for the second pilot:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(10)	(1) barometric altitude, (2) indicated airspeed, (3) vertical speed,	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(4) turn and slip, (5) attitude,		
(c)	(6) stabilised heading, and (7) Mach number whenever speed limitations are expressed in terms of Mach number, if applicable;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(1)	(d) a means of preventing malfunction of the airspeed indicating system required in (a)(4) and (c)(2) due to condensation or icing; and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(2)	(e) complex motor-powered aeroplanes when operated under IFR shall, in addition to (a), (b), (c) and (d), be equipped with:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(3)	(1) an alternate source of static pressure; (2) a chart holder in an easily readable position that can be illuminated for night operations;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(4)	(3) a second independent means of measuring and displaying altitude unless already installed to comply with (e)(1); and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(5)	(4) an emergency power supply, independent of the main electrical generating system, for the purpose of operating and illuminating an attitude indicating system for a minimum period of 30 minutes. The emergency power supply shall be automatically operative after the total failure of the main electrical generating system and clear indication shall be given on the instrument or on the instrument panel that the attitude indicator is being operated by emergency power.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(6)			
(c)(7)			
(d)			
(e)			
(e)(1)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(2)	Refer also to : AMC1 SPO.IDE.A.125; GM1 SPO.IDE.A.125; AMC1 SPO.IDE.A.125(a)(1);	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(3)	AMC1 SPO.IDE.A.125(a)(2); AMC1 SPO.IDE.A.125(a)(3); GM1 SPO.IDE.A.125(a)(3); AMC1 SPO.IDE.A.125(a)(4);	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(4)	AMC1 SPO.IDE.A.125(a)(9); AMC1 SPO.IDE.A.125(c); AMC1 SPO.IDE.A.125(d); AMC1 SPO.IDE.A.125(e)(2)	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.126 - Additional equipment for single-pilot operation under IFR			
	Complex motor-powered aeroplanes operated under IFR with a single pilot shall be equipped with an autopilot with at least altitude hold and heading mode.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.130 - Terrain awareness warning system (TAWS)			
(a)	(a) Turbine-powered aeroplanes with a maximum certified take-off mass (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:		
(a)(1)	(1) 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 (2) 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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(b) When used in commercial operations, turbine-powered aeroplanes for which the individual 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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	Refer also to : AMC1 SPO.IDE.A.130; GM1 SPO.IDE.A.130	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.131 - Airborne collision avoidance system (ACAS II)			
	Unless otherwise provided for by Regulation (EU) No 1332/2011, turbine-powered aeroplanes with an MCTOM of more than 5 700 kg shall be equipped with ACAS II.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.132 - Airborne weather detecting equipment – complex motor-powered aeroplanes			
(a)	The following aeroplanes shall be equipped with airborne weather detecting equipment when operated at night or in IMC in areas where thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(a) pressurised aeroplanes; (b) non-pressurised aeroplanes with an MCTOM of more than 5,700 kg. Refer also to : AMC1 SPO.IDE.A.132	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.133 - Additional equipment for operations in icing conditions at night – complex motor-powered aeroplanes			
(a)	(a) Aeroplanes operated in expected or actual icing conditions at night shall be equipped with a means to illuminate or detect the formation of ice.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) The means to illuminate the formation of ice shall not cause glare or reflection that would handicap flight crew members in the performance of their duties.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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SPO.IDE.A.135 - Flight crew interphone system			
	Aeroplanes operated by more than one flight crew member shall be equipped with a flight crew interphone system, including headsets and microphones for use by all flight crew members. Refer also to : AMC1 SPO.IDE.A.135	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.140 - Cockpit voice recorder			
(a)	(a) The following aeroplanes shall be equipped with a CVR:		
(a)(1)	(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	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(2) aeroplanes with an MCTOM of more than 2 250 kg:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)(i)	(i) certified for operation with a minimum crew of at least two pilots;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)(ii)	(ii) equipped with turbojet engine(s) or more than one turboprop engine; and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)(iii)	(iii) for which a type certificate is first issued on or after 1 January 2016.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) The CVR shall be capable of retaining data recorded during at least:		
(b)(1)	(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 2021; or	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(2)	(2) the preceding 2 hours in all other cases.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(c) The CVR shall record with reference to a timescale:		
(c)(1)	(1) voice communications transmitted from or received in the flight crew compartment by radio;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(2)	(2) flight crew members' voice communications using the interphone system and the public address system, if installed;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(3)	(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	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(4)	(4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)	(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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)(1)	(1) 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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)(2)	(2) the CVR shall start to record as early as possible during the cockpit checks immediately following engine shutdown at the end of the flight.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)	(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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(f)	(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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(g)	Refer also to : AMC1 SPO.IDE.A.140	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.145 - Flight data recorder			
(a)	(a) Aeroplanes with an MCTOM of more than 5 700 kg and first issued with an individual CofA on or after 1 January 2016 shall be equipped with an FDR that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) The FDR shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation and be capable of retaining data recorded during at least the preceding 25 hours.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(c) Data shall be obtained from aeroplane sources that enable accurate correlation with information displayed to the flight crew.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)	(d) The FDR shall start automatically to record the data prior to the aeroplane being capable of moving under its own power and shall stop automatically after the aeroplane is incapable of moving under its own power.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)	(e) If the FDR 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 FDR is deployable, it shall have an automatic emergency locator transmitter. Refer also to : AMC1 SPO.IDE.A.145; AMC2 SPO.IDE.A.145	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.146 – Lightweight flight recorder			
(a)	(a) Turbine-engined aeroplanes with an MCTOM of 2 250 kg or more and aeroplanes with an MOPSC of more than 9 shall be equipped with a flight recorder if all the following conditions are met:		
(a)(1)	(1) they are not within the scope of point SPO.IDE.A.145(a);	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(2) they are used for commercial operations;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(3)	(3) they are first issued with an individual CofA on or after 5 September 2022.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) The flight recorder shall record, by means of flight data or images, information that is sufficient to determine the flight path and aircraft speed.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(c) The flight recorder shall be capable of retaining the flight data and the images recorded during at least the preceding 5 hours.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)	(d) The flight recorder shall automatically start to record prior to the aeroplane being capable of moving under its own power and shall stop automatically after the aeroplane is no longer capable of moving under its own power.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)	(e) If the flight recorder records images or audio of the flight crew compartment, then a function shall be provided which can be operated by the pilot-in-command and which modifies image and audio recordings made before the operation of that function, so that those recordings cannot be retrieved using normal replay or copying techniques.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)	Refer also to: AMC1 SPO.IDE.A.146; GM1 SPO.IDE.A.146; GM1 SPO.IDE.A.146(e); GM2 SPO.IDE.A.146; GM3 SPO.IDE.A.146	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.150 - Data link recording			
(a)	(a) Aeroplanes first issued with an individual CofA on or after 1 January 2016 that have the capability to operate data link communications and are required to be equipped with a CVR shall record on a recorder, where applicable:		
(a)(1)	(1) data link communication messages related to ATS communications to and from the aeroplane, including messages applying to the following applications:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(1)(i)	(i) data link initiation;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(1)(ii)	(ii) controller-pilot communication;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(1)(iii)	(iii) addressed surveillance;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(1)(iv)	(iv) flight information;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(1)(v)	(v) as far as is practicable, given the architecture of the system, aircraft broadcast surveillance;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(1)(vi)	(vi) as far as is practicable, given the architecture of the system, aircraft operational control data; and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(1)(vii)	(vii) as far as is practicable, given the architecture of the system, graphics;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(2) information that enables correlation to any associated records related to data link communications and stored separately from the aeroplane; and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(3)	(3) information on the time and priority of data link communications messages, taking into account the system's architecture.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(4)	(b) The recorder shall use a digital method of recording and storing data and information and a method for readily retrieving that data. The recording method shall allow the data to match the data recorded on the ground.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(5)	(c) The recorder shall be capable of retaining data recorded for at least the same duration as set out for CVRs in SPO.IDE.A.140.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(6)	(d) If the recorder 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 recorder is deployable, it shall have an automatic emergency locator transmitter.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(7)	(e) The requirements applicable to the start and stop logic of the recorder are the same as the requirements applicable to the start and stop logic of the CVR contained in SPO.IDE.A.140(d) and (e).	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(8)	Refer also to : AMC1 SPO.IDE.A.150; GM1 SPO.IDE.A.150; GM1 SPO.IDE.A.150(a)	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.155 – Flight data and cockpit voice combination recorder			
(a)	Compliance with CVR requirements and FDR requirements may be achieved by: (a) one flight data and cockpit voice combination recorder if the aeroplane has to be equipped with a CVR or an FDR; or	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) two flight data and cockpit voice combination recorders if the aeroplane has to be equipped with a CVR and an FDR. Refer also to : AMC1 SPO.IDE.A.155; GM1 SPO.IDE.A.155	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.160 - Seats, seat safety belts and restraint systems			
(a)	Aeroplanes shall be equipped with:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(a) a seat or station for each crew member or task specialist on board;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(b) a seat belt on each seat, and restraint devices for each station;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)	(c) for other-than-complex motor-powered aeroplanes, a seat belt with upper torso restraint system on each flight crew seat, having a single point release for aeroplanes having a CofA first issued on or after 25 August 2016;		
(d)(1)	(d) for complex motor-powered aeroplanes, 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:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)(2)	(1) on each flight crew seat and on any seat alongside a pilot's seat; and (2) on each observer's seat located in the flight crew compartment.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)	(e) The seat belt with upper torso restraint system required under point (d) shall have:		
(e)(1)	(1) a single point release;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(2)	(2) on flight crew members seats and on any seat alongside a pilot's seat, either of the following:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(2)(i)	(i) two shoulder straps and a seat belt that may be used independently;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(2)(ii)	(ii) a diagonal shoulder strap and a seat belt that may be used independently for the following aeroplanes:		
(e)(2)(i)	(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;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(2)(ii)	(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.		
(e)(2)(ii)(A)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)(2)(ii)(B)	Refer also to : AMC1 SPO.IDE.A.160; GM1 SPO.IDE.A.160	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.165 - First-aid kit			
(a)	(a) Aeroplanes shall be equipped with a first-aid kit.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) The first-aid kit shall be:		
(b)(1)	(1) readily accessible for use; and (2) kept up-to-date.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(2)	Refer also to : AMC1 SPO.IDE.A.165; AMC2 SPO.IDE.A.165; AMC3 SPO.IDE.A.165; GM1 SPO.IDE.A.165; GM2 SPO.IDE.A.165; GM3 SPO.IDE.A.165; GM4 SPO.IDE.A.165	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.170 - Supplemental oxygen - pressurised aeroplanes			
(a)	(a) Pressurised aeroplanes operated at flight altitudes for which the oxygen supply is required in accordance with (b) shall be equipped with oxygen	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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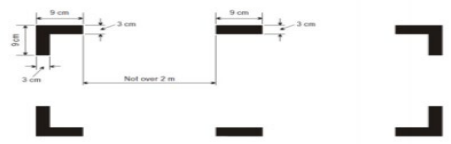
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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
(b)	storage and dispensing apparatus capable of storing and dispensing the required oxygen supplies.		
(b)(1)	(b) Pressurised aeroplanes operated above flight altitudes at which the pressure altitude in the cabin compartments is above 10,000 ft shall carry enough breathing oxygen to supply all crew members and task specialists at least:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(2)	(1) for any period when the cabin pressure altitude exceeds 15,000 ft, but in no case less than 10 minutes' supply;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(3)	(2) 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 flight crew and cabin compartment will be between 14,000 ft and 15,000 ft;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(4)	(3) for any period in excess of 30 minutes when the pressure altitude in the flight crew and cabin compartment will be between 10,000 ft and 14,000 ft; and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(4) 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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(1)	(c) Pressurised aeroplanes operated at flight altitudes above 25,000 ft shall, in addition, be equipped with:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(2)	(1) a device to provide a warning indication to the flight crew of any loss of pressurisation; and (2) in the case of complex motor-powered aeroplanes, quick donning masks for flight crew members.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
	Refer also to : AMC1 SPO.IDE.A.170; GM1 SPO.IDE.A.170(c)(2)	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.175 - Supplemental oxygen — non-pressurised aeroplanes			
(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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) Non-pressurised aeroplanes operated above flight altitudes at which the pressure altitude in the cabin compartments is above 10,000 ft shall carry enough breathing oxygen to supply:		
(b)(1)	(1) all crew members for any period in excess of 30 minutes when the pressure altitude in the cabin compartment will be between 10,000 ft and 13,000 ft; and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(2)	(2) all persons on board for any period that the pressure altitude in the cabin compartment will be above 13 000 ft.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(c) Notwithstanding (b), excursions of a specified duration between 13,000 ft and 16,000 ft may be undertaken without oxygen supplies, in accordance with SPO.OP.195(b).	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
	Refer also to : AMC1 SPO.IDE.A.175	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.180 - Hand fire extinguishers			
(a)	(a) Aeroplanes, except and ELA1 aeroplanes, shall be equipped with at least one hand fire extinguisher:		
(a)(1)	(1) in the flight crew compartment; and (2) in each cabin compartment that is separate from the flight crew compartment, except if the compartment is readily accessible to the flight crew.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	Refer also to : AMC1 SPO.IDE.A.180	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.181 - Crash axe and crowbar			
	Aeroplanes with an MCTOM of more than 5 700 kg shall be equipped with at least one crash axe or crowbar located in the flight crew compartment.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.185 - Marking of break-in points			
	<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>  <p>Refer also to: AMC1 SPO.IDE.A.185</p>	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.190 - Emergency locator transmitter (ELT)			
(a)	(a) Aeroplanes shall be equipped with:		
(a)(1)	(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;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(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; or (3) a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a task specialist, when certified for a maximum seating configuration of six or less.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(3)	(b) ELTs of any type and PLBs shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
(b)	Refer also to : AMC1 SPO.IDE.A.190; AMC2 SPO.IDE.A.190; AMC3 SPO.IDE.A.190; AMC4 SPO.IDE.A.190; GM1 SPO.IDE.A.190; GM2 SPO.IDE.A.190; GM3 SPO.IDE.A.190	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
CAT.GEN.MPA.210 (a)	As of 1 January 2025, the following aeroplanes shall be equipped with robust and automatic means to accurately determine, following an accident during which the aeroplane is severely damaged, the location of the point of end of flight:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
CAT.GEN.MPA.210 (b)	(a) all aeroplanes with an MCTOM of more than 27 000 kg, with an MOPSC of more than 19, and first issued with an individual CofA on or after 1 January 2024; and (b) all aeroplanes with an MCTOM of more than 45 500 kg and first issued with an individual CofA on or after 1 January 2024.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.195 - Flight over water			
(a)	(a) The following aeroplanes shall be equipped with a life-jacket for each person on board, that shall be worn or stowed in a position that is readily accessible from the seat or station of the person for whose use it is provided: (1) single-engine landplanes when: (i) flying over water beyond gliding distance from land; or (ii) 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; (2) seaplanes operated over water; and (3) aeroplanes 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 less. (b) Each life-jacket shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons. (c) Seaplanes operated over water shall be equipped with: (1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the aeroplane on water, appropriate to its size, weight and handling characteristics; and (2) equipment for making the sound signals as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable. (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: (1) equipment for making the distress signals; (2) life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency; and (3) life-saving equipment, to provide the means of sustaining life, as appropriate to the flight to be undertaken.		
(a)(1)			
(a)(1)(i)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(1)(ii)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(3)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)			
(c)(1)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)(2)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)			
(d)(1)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)(2)		<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)(3)	Refer also to : AMC1 SPO.IDE.A.195; AMC2 SPO.IDE.A.195; GM1 SPO.IDE.A.195	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.200 - Survival equipment			
(a)	(a) Aeroplanes operated over areas in which search and rescue would be especially difficult shall be equipped with:		
(a)(1)	(1) signalling equipment to make the distress signals;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(2) at least one survival ELT (ELT(S)); and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(3)	(3) additional survival equipment for the route to be flown taking account of the number of persons on board.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) The additional survival equipment specified in (a)(3) does not need to be carried when the aeroplane:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(1)	(1) remains within a distance from an area where search and rescue is not especially difficult corresponding to:		
(b)(1)(i)	(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	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(1)(ii)	(ii) 30 minutes at cruising speed for all other aeroplanes; or	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)(2)	(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. Refer also to : AMC1 SPO.IDE.A.200; GM1 SPO.IDE.A.200; GM2 SPO.IDE.A.200; AMC1 SPO.IDE.A.200(a)(2); AMC1 SPO.IDE.A.200(b)(2)	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.205 – Individual protective equipment			
	Each person on board shall wear individual protective equipment that is adequate for the type of operation being undertaken. Refer also to : GM1 SPO.IDE.A.205	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.210 - Headset			
(a)	(a) Aeroplanes shall be equipped with a headset with a boom microphone or equivalent for each flight crew member at their assigned station in the flight crew compartment.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) Aeroplanes operated under IFR or at night shall be equipped with a transmit button on the manual pitch and roll control for each required flight crew member. Refer also to : AMC1 SPO.IDE.A.210; GM1 SPO.IDE.A.210	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.215 - Radio communication equipment			
(a)	(a) Aeroplanes operated under IFR or at night, or when required by the applicable airspace requirements, shall be equipped with radio		

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SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
(a)(1)	communication equipment that, under normal radio propagating conditions, shall be capable of:	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(1) conducting two-way communication for aerodrome control purposes;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(3)	(2) receiving meteorological information at any time during flight;	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(4)	(3) conducting two-way communication at any time during flight with those aeronautical stations and on those frequencies prescribed by the appropriate authority; and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(4) providing for communication on the aeronautical emergency frequency 121,5 MHz. (b) When more than one communication equipment unit is required, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other. Refer also to : GM1 SPO.IDE.A.215; AMC1 SPO.IDE.A.215; GM1 SPO.IDE.A.215	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.220 – Navigation equipment			
(a)	(a) Aeroplanes shall be equipped with navigation equipment that will enable them to proceed in accordance with:		
(a)(1)	(1) the ATS flight plan, if applicable; and	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(a)(2)	(2) the applicable airspace requirements. (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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(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.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(d) For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(d)	(e) Aeroplanes shall be equipped with surveillance equipment in accordance with the applicable airspace requirements.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(e)	Refer also to : AMC1 SPO.IDE.A.220; GM1 SPO.IDE.A.220; GM2 SPO.IDE.A.220	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
SPO.IDE.A.225 - Transponder			
	Where required by the airspace being flown, aeroplanes shall be equipped with a secondary surveillance radar (SSR) transponder with all the required capabilities. Refer also to : AMC1 SPO.IDE.A.225	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

CIVIL AVIATION DIRECTORATE

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Transport Malta

SPO.IDE.A	Subject	Compliant ✓ / X / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.A.230 - Management of aeronautical database			
(a)	(a) Aeronautical databases used on certified aircraft system applications shall meet data quality requirements that are adequate for the intended use of the data.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(b)	(b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	
(c)	(c) Notwithstanding any other occurrence reporting requirements as defined in Regulation (EU) No 376/2014, the operator shall report to the database provider instances of erroneous, inconsistent or missing data that might be reasonably expected to constitute a hazard to flight. In such cases, the operator shall inform flight crew and other personnel concerned, and shall ensure that the affected data is not used. Refer also to : AMC1 SPO.IDE.A.230; GM1 SPO.IDE.A.230; GM2 SPO.IDE.A.230; GM3 SPO.IDE.A.230	<input type="checkbox"/> ✓ <input type="checkbox"/> X <input type="checkbox"/> N/A	

Compliance Declaration Statement

I confirm that the above identified aircraft shows conformance with regulation (EU) 965/2012 Annex IV, Subpart D, Section 1 requirement, as recorded upon this statement.

Name:

Organisation:

Position:

Approval Reference:

Signature:

Date:

NOTES :

All sections of the compliance checklist shall be filled by the operator.

When the operator is filling the 'Compliant' Column of the checklist, it is intended that the equipment is installed on the aircraft and that the equipment conforms to the Acceptable Means of Compliance and Guidance Material section.

The fourth column is intended to be filled with the method of compliance details.

Data Protection Notice

All data collected in this form is processed in accordance with the Privacy Laws that include General Data Protection Regulation (Regulation 2016/679/EU) and Chapter 440 of the Laws of Malta (Data Protection Act). The data provided may be exchanged with other Public Authorities and/or Government Departments as required and permitted by Maltese Law. Transport Malta of Triq Pantar, Lija, Malta LJA2021 is the data controller for the purpose of the privacy laws. The Privacy Notice attached with this application sets out the way in which personal information/data is collected and processed by Transport Malta, as well as the steps that are taken to protect such information.

Data Protection Privacy Notice

Transport Malta of Triq Pantar, Lija, Malta LJA2021 is the Data Controller for the purpose of the Data Protection Act CAP. 440 and General Data Protection Regulation (EU) (GDPR) 2016/679. This Privacy Notice sets out the way in which we collect and process your Personal Information, as well as the steps we take to protect such information.

1. The information we collect and how we use it

- 1.1. From this application form Transport Malta collects different types of information which information is that required by Law and is used explicitly for your particular application. It is to be noted that if the required information is not provided the said application cannot be processed.
- 1.2. The primary purpose for collecting information is mainly to process the application for the service being applied for, however, your personal information may also be used for related purposes that amongst other include: sending notifications, renewal of licence/certificate after expiry period, and for the provision of information with regards to any legislative amendments which may affect the services offered to you.

2. To whom we disclose information

- 2.1. This information will be solely used for the reasons detailed above. However there may be cases where personal information is shared with the following third parties for reasons listed below:
 - Any third party offering assistance in providing the required service;
 - Any law enforcement body who may have any reasonable requirement to access your personal information;
 - Third party entities responsible for the data processing contracted by Transport Malta.

3. Data Subject Rights

- 3.1. With respect to your privacy rights, Transport Malta is obliged to provide you with reasonable access to the Personal Data that you have provided to us. Your other principal rights under data protection law are:
 - a. the right for information;
 - b. the right to access;
 - c. the right to rectification;
 - d. the right to erasure;
 - e. the right to restrict processing;
 - f. the right to object to processing;
 - g. the right to data portability;
 - h. the right to complain to a supervisory authority; and
 - i. the right to withdraw consent.
- 3.2. If you wish to access or amend any Personal Data we hold about you, or to request that we delete any information about you, you may contact us by sending a request to dataprotection.tm@transport.gov.mt. We will acknowledge your request within seventy-two (72) hours and will do our utmost to handle it promptly. We will respond to these requests within a month, with a possibility to extend this period for particularly complex requests in accordance with Applicable Law.
- 3.3. At any time, you may object to the processing of your Personal Data, on legitimate grounds, except if otherwise permitted by applicable law.
- 3.4. In accordance with Applicable Law, we reserve the right to withhold personal data if disclosing it would adversely affect the rights and freedoms of others. Moreover, we reserve the right to charge a fee for complying with such requests if they are deemed manifestly unfounded or excessive.

4. Retention period

- 4.1. Personal data will be retained for not more than 3 months from date of application should the application not be submitted complete or is rejected.
- 4.2. Once the service related to your application is provided, we will retain your information for as long as needed to provide you with our service, or to comply with our legal obligations, resolve disputes and enforce our agreements.

5. Security

- 5.1. We take appropriate security measures to protect against loss, misuse and unauthorized access, alteration, disclosure, or destruction of your information. Additionally, steps will also be taken to ensure the ongoing confidentiality, integrity, availability, and resilience of systems and services processing personal information, and will restore the availability and access to information in a timely manner in the event of a physical or technical incident. All information gathered is kept confidential and is used solely for the purpose indicated herein.
- 5.2. If we learn of a security systems breach, we will inform you of the occurrence of the breach in accordance with applicable law.

6. Governing Law

All data collected in this form is processed in accordance with the Privacy Laws that include General Data Protection Regulation (Regulation 2016/679/EU) and Chapter 440 of the Laws of Malta (Data Protection Act).

7. Data Protection Officer

- 7.1. Transport Malta has a Data Protection Officer ("DPO") who is responsible for matters relating to privacy and data protection. The DPO can be reached at the above address or by email: dataprotection.tm@transport.gov.mt

8. Contacting us

- 8.1. Please address any questions, comments and requests regarding the application process to civil.aviation@transport.gov.mt