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 | **ENTE NAZIONALE per l'AVIAZIONE CIVILE*ITALIAN CIVIL AVIATION AUTHORITY*** | ***Ed.1 Rev.3 26/04/2022***  |
| **Compliance Checklist for AOC Applicants - Aeroplanes** |
| **Operator Name:** |  | **Application n. :**  | **Date:**  |  |
| **Reg. (EU) 965/2012 Requirements** | **Requirements Titles** | **A (1)** | **N/A (1)** | **Operator’s Documantation references(2)** | **Remarks** | **APP****(3)** |
| **Part ORO - Organisation Requirements for Air Operations (Annex III)** |  |
| **Part ORO - Subpart General Requirements (GEN)** |  |
| ***Section 1 - General*** |  |
| ORO.GEN.110  | **Operator responsibilities** |  |  |  |   |  |
| AMC1 ORO.GEN.110(a) | Security training programme for crew members |  |  |  |  |  |
| AMC1 ORO.GEN.110(a) | Security training programme for ground personnel |  |  |  |  |  |
|  (b) | Each flight is conducted i.a.w. of the operations manual |  |  |  |   |  |
|  (c) | System for exercising operational |  |  |  |   |  |
| AMC1 ORO.GEN.110(c) | Organisation and methods established to exercise operational control is included in the operations manual |  |  |  |   |  |
| (d) | Aircraft are equipped and its crews qualified |  |  |  |   |  |
|  (e) | All personnel assigned to, or directly involved in, ground and flight operations are properly instructed |  |  |  |   |  |
| AMC1 ORO.GEN.110(e) | MEL training programme |  |  |  |  |  |
| AMC2 ORO.GEN.110(e) | Ground operations procedures with passengers on board in the absence of flight crew |  |  |  |  |  |
|  (f) | Procedures and instructions for the safe operation |  |  |  |   |  |
| AMC1 ORO.GEN.110(f) | Sterile flight crew compartment |  |  |  |  |  |
|  (g) | All personnel made aware of laws, regulations |  |  |  |   |  |
|  (h) | Checklist system for each aircraft type |  |  |  |   |  |
| AMC1 ORO.GEN.110(f)(h) | Establishment of procedures |  |  |  |   |  |
| (i) | Flight planning procedures |  |  |  |   |  |
| (j) | Dangerous goods training programme (whether they transport dangerous goods or not) |  |  |  |   | ✓ |
| (k) | Dangerous goods training programme for specific small aiplanes/helicopters |  |  |  |   | ✓ |
| ORO.GEN.115 (a), (b) | Application for an operator certificate |  |  |  |   |  |
| ORO.GEN.120 (a), (b) | Means of compliance |  |  |  |  | ✓ |
| ORO.GEN.130 | Changes |  |  |   |   |  |
| (a)  | Changes affecting AOC requiring prior approval  |  |  |   |  | ✓ |
| GM1 ORO.GEN.130(a) | Typical examples of changes that may affect the AOC or the operations specifications |  |  |  |  |  |
| (b) | Changes requiring prior approval – procedures  |  |  |   |   | ✓ |
| AMC1 ORO.GEN.130(b) | Management of change for changes requiring prior approval |  |  |   |   |  |
| GM1 ORO.GEN.130(b) | Non-exhaustive checklist of items that require prior approval |  |  |  |  |  |
| (c) | Changes not requiring prior approval - procedure |  |  |   |  | ✓ |
| ORO.GEN.140 (a), (b) | The operator shall grant access at any time to any facility, aircraft, document, records, data, procedures include the possibility to enter and remain in the aircraft during flight operations |  |  |   |   |  |
| ORO.GEN.150 (a) to (c) | Findings |  |  |    |   |  |
| ORO.GEN.155 (a), (b) | Immediate reaction to a safety problem – implementation of ENAC/EASA safety measures and mandatory informations |  |  |   |   |  |
| ORO.GEN.160 (a) to (e) | Occurrence reporting |  |  |   | Reg. (EU) n. 376/2014  |  |
| AMC2 ORO.GEN.160 | Reportable events of PBN operations |  |  |  |   |  |
| ***Section 2 - Management*** |  |
| ORO.GEN.200 | Management system |  |  |   |   |  |
| (a)(1) | Defined lines of responsibility and accountability |  |  |   |   |  |
| AMC1 ORO.GEN.200(a)(1) | COMPLEX OPERATORS — organisation and accountabilities – safety manager, SRB. |  |  |  |   | ✓ |
| (a)(2) | Description of the overall philosophies and principles – safety policy |  |  |   |   |  |
| AMC1 ORO.GEN.200(a)(2) | COMPLEX OPERATORS — safety policy |  |  |  |  |  |
| (a)(3) | Identification of aviation safety hazards |  |  |   |   |  |
| AMC1 ORO.GEN.200(a)(3) | COMPLEX OPERATORS — safety risk management – Hazard identification - Risk assessment- management of change – Internal safety investigation - Safety performance monitoring and measurement - continuous improvement - ERP |  |  |  |  |  |
| (a)(4) | Personnel trained and competent |  |  |   |   |  |
| AMC1 ORO.GEN.200(a)(4) | Training and communication on safety |  |  |  |   |  |
| (a)(5) | Documentation of management system key processes |  |  |   |   |  |
| AMC1 ORO.GEN.200(a)(1);(2);(3);(5) | NON-COMPLEX OPERATORS — GENERAL |  |  |  |  |  |
| AMC1 ORO.GEN.200(a)(5) | Management system documentation  |  |  |  |  |  |
| AMC2 ORO.GEN.200(a)(5) | COMPLEX OPERATORS — safety management manual |  |  |  |  |  |
| (a)(6) | Function to monitor compliance of the operator |  |  |   |   |  |
| AMC1 ORO.GEN.200(a)(6) | COMPLIANCE MONITORING — GENERAL - Organisational set up – CMM - Compliance monitoring documentation - Training |  |  |  |  |  |
| ORO.GEN.200 (b) | Management System size, nature and complexity |  |  |   |   |  |
| AMC1 ORO.GEN.200(b) | Size, nature and complexity of the activity |  |  |  |  |  |
| ORO.GEN.205 (a), (b) | Contracted activities |  |  |   |   |  |
| AMC1 ORO.GEN.205 | Responsibility when contracting activities |  |  |  |  |  |
| AMC2 ORO.GEN.205 | Third-party providers for initial audit and/or the continuous monitoring of contracted organisations |  |  |  |  |  |
| ORO.GEN.210 |  Personnel requirements |  |  |   |   |  |
|  (a) | Accountable Manager |  |  |   |  | ✓ |
| AMC1 ORO.GEN.210(a) | Information on the Accountable Manager |  |  |  |  |  |
|  (b) | Persons responsible of compliance |  |  |   |   | ✓ |
|  (c) | Sufficient qualified personnel |  |  |   |   |  |
|  (d) | Experience, qualification and training records |  |  |   |   |  |
| (e) | All personnel are aware of rules and procedures |  |  |   |   |  |
| ORO.GEN.215 | Facility requirements allowing the performance and management of all planned tasks |  |  |   |   |  |
| ORO.GEN.220  | Record-keeping |  |  |   |   |  |
|  (a) | Estabilishment of system of record-keeping |  |  |   |   |  |
|  (b) | The format of the records |  |  |   |   |  |
| AMC1 ORO.GEN.220(b) | Record-keeping |  |  |  |  |  |
| (c) | Manner that ensures protection |  |  |   |   |  |
| ORO.GEN.310 | Use of aircraft listed on an AOC for non-commercial operations and specialised operations |  |  |   |  |  |
| Procedure for the use of aircraft listed in AOC for SPO ops by same operator |  |  |  |  |  |
| Procedure for the use of aircraft listed in AOC for Non commercial or SPO Ops by other operator (Prior Approval) |  |  |  |  | ✓ |
| AMC1 ORO.GEN.310(b);(e) | Responsibilities of the AOC holder – information and procedures in OM |  |  |  |  |  |
| AMC1 ORO.GEN.310(b);(d);(f) | Responsibilities of the other operator - information and procedures in OM |  |  |  |  |  |
| **Part ORO - Subpart Air Operator Certification (AOC)** |  |
| ORO.AOC.100 (a) to (c) | Application for an air operator certificate |  |  |   |   |  |
| AMC1 ORO.AOC.100 | Application time frames |  |  |  |  |  |
| AMC1 ORO.AOC.100(a) | Operator security programme i.a.w. Regulation (EC) No 300/2008 |  |  |  |  |  |
| ORO.AOC.110  | Leasing agreement |  |  |   |   | ✓ |
|  (a) to (b) | Any lease-in |  |  |   |  |  |
|  (c) | Wet lease-in |  |  |   |   |  |
| AMC1 ORO.AOC.110(c) | Wet lease-in agreement with a third-country operator |  |  |  |  |  |
| AMC2 ORO.AOC.110(c) | WET LEASE-IN |  |  |  |  |  |
|  (d) | Dry lease-in |  |  |   |   |  |
|  (e) | Dry lease-out |  |  |   |   |  |
|  (f) | Wet lease-out |  |  |   |   |  |
| AMC1 ORO.AOC.110(f) | Wet lease-out |  |  |  |  |  |
| ORO.AOC.115 (a) to (c) | Code-share agreements |  |  |   |   |  |
| AMC1 ORO.AOC.115(a)(1) | Initial verification of compliance |  |  |  |  |  |
| AMC1 ORO.AOC.115(b) | Code-share audit programme |  |  |  |  |  |
| ORO.AOC.120 (a) to (c) | Approvals to provide C.C.training / attestations |  |  |   |  | ✓ |
| ORO.AOC.125 | Non-commercial of an AOC holder with aircraft listed on its AOC |  |  |   |   |  |
|  (a) | Conditions to conduct non-commercial ops |  |  |   |   |  |
| AMC1 ORO.AOC.125(a) | Flight and duty time limitations and rest requirements |  |  |  |  |  |
| AMC2 ORO.AOC.125(a) | Applicable requirements for non commercial operations reported in the AOC OM |  |  |  |  |  |
| AMC1 ORO.AOC.125(a)(2) | Different operating procedures for non-commercial operations |  |  |  |  |  |
| AMC2 ORO.AOC.125(a)(2) | Planning flights with an increased level of risk |  |  |  |  |  |
|  (b) | Conducting maintenance check flights |  |  |   |   |  |
| (c) | Not be required to submit a declaration  |  |  |  |  |  |
| (d) | Type of flight in the flight-related documents |  |  |  |  |  |
| ORO.AOC.130 (a), (b) | Flight data monitoring-aeroplanes  27000 kg TOM |  |  |   |   |  |
| AMC1 ORO.AOC.130 | Flight data monitoring (FDM) programme |  |  |  |  |  |
| ORO.AOC.135  | Personnel requirements |  |  |   |   |  |
|  (a)  | Nominated Persons (N.P.) |  |  |   |   | ✓ |
| AMC1 ORO.AOC.135(a) | Nominated persons |  |  |  |  |  |
| AMC2 ORO.AOC.135(a) | Combination of nominated persons responsibilities |  |  |  |  |  |
|  (b)  | Adequacy and competency of personnel |  |  |   |   |  |
| GM2 ORO.AOC.135(a) | COMPETENCE OF NOMINATED PERSONS |  |  |  |  |  |
|  (c) | Supervision of personnel |  |  |   |   |  |
| ORO.AOC.140 (a)  | Facility requirements - appropriate ground handling facilities |  |  |   |   |  |
| (b) | Arrange operational support facilities at the main operating base |  |  |  |  |  |
| (c) | Working space at each operating base is sufficient for personnel |  |  |  |  |  |
| ORO.AOC.150  | Documentation requirements |  |  |   |   |  |
|  (a) | Arrangements for the production of documentation & manuals |  |  |   |   |  |
|  (b) | Capable of distribution of operational instructions/information |  |  |   |   |  |
| **Part ORO - Subpart Manuals, Logs and Records (MLR)** |  |
| ORO.MLR.100  | Operations manual - general |  |  |   |   |  |
|  (a)  | Estabish of OM |  |  |   |   |  |
|  (b) & (c) | Content of the OM and parts  |  |  |   |   |  |
|  (d) | Easy access to OM for personnel |  |  |   |   |  |
|  (e)  | Personell aware of changes and OM kept update |  |  |   |   |  |
|  (f) | A copy for each crew member |  |  |   |   |  |
|  (g)  | Management of amendments requiring prior approval and NOT requiring prior approval - procedures |  |  |   |   | ✓ |
|  (h) | Amendments in the interest of safety - procedures |  |  |   |   |  |
| (i)  | Amendments/revisions required by CAA |  |  |   |   |  |
|  (j)  | Information taken from approved documents are reflected in OM |  |  |   |   |  |
|  (k)  | OM Common languange for all personnel |  |  |   |   |  |
| AMC1 ORO.MLR.100 | GENERAL |  |  |  |  |  |
| AMC2 ORO.MLR.100 | Contents of the operations manual for 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, |  |  |  |  |  |
| AMC3 ORO.MLR.100 | CONTENTS — CAT OPERATIONS |  |  |  |  |  |
| AMC5 ORO.MLR.100 | Crosswind limitations in the operations manual (OM) |  |  |  |  |  |
| ORO.MLR.101  | Operations manual - structure for CAT |  |  |   |   |  |
|  (a) | Part A: General/Basic |  |  |   |   |  |
|  (b) | Part B: Aircraft operating matters |  |  |   |   |  |
|  (c) | Part C: Route/role/area and aerodrome/operating site |  |  |   |   |  |
| (d) | Part D: Training |  |  |   |   |  |
| ORO.MLR.105  | Minimum equipment list |  |  |   |  | ✓ |
|  (a) | Estabish of MEL |  |  |   |   |  |
|  (c) | Amendment of MEL for MMEL changes |  |  |   |   |  |
| AMC1 ORO.MLR.105(c) | Amendments to the MEL following changes to the MMEL — applicable changes and acceptable timescales |  |  |  |  |  |
|  (d) | MEL content |  |  |   |   |  |
| AMC1 ORO.MLR.105(d) | MEL FORMAT |  |  |  |  |  |
| AMC1 ORO.MLR.105(d)(1) | MEL PREAMBLE |  |  |  |  |  |
| AMC1 ORO.MLR.105(d)(3) | Dispatch conditions and specific provision for particular types of operations |  |  |  |  |  |
| AMC2 ORO.MLR.105(d)(3) | EXTENT OF THE MEL – procedure for failures that occur between the commencement of the flight and the start of the take-off. |  |  |  |  |  |
|  (e) | Rectification interval  |  |  |   |   |  |
|  (f) | Extension of cat. B, C and D rectification intervals |  |  |   |  | ✓ |
| AMC1 ORO.MLR.105(f) | Rectification Interval Extension (RIE) |  |  |  |  |  |
|  (g),(h),(i) | Operational and maintenance procedures |  |  |   |   |  |
| AMC1 ORO.MLR.105(g) | Operational and maintenance procedures |  |  |  |  |  |
| AMC1 ORO.MLR.105(h) | Operational and maintenance procedures — applicable changes |  |  |  |  |  |
|  (j) | Operations outside constraints of the MEL |  |  |   |   | ✓ |
| AMC1 ORO.MLR.105(j) | Operator’s procedures to address the operation of an aircraft outside the constraints of the MEL but within the constraints of the MMEL |  |  |  |  |  |
| ORO.MLR.110 | Journey log |  |  |   |   |  |
| AMC1 ORO.MLR.110 | Journey log - description |  |  |  |  |  |
| ORO.MLR.115 (a) to (f) | Record-keeping |  |  |   |   |  |
| AMC1 ORO.MLR.115 | TRAINING RECORDS |  |  |  |  |  |
| **Part ORO - Subpart Security (SEC)** |  |
| ORO.SEC.100 | Flight crew compartment security - Aeroplanes |  |  |   |   |  |
|  (a) | Use of crew compartment door, if equipped |  |  |   |   |  |
| (b) | All pax airplane * MCTOM 54.400, or
* MCTOM > 45500 kg and MOPSC > 19, or
* MOPSC > 60
 |  |  |   |   |  |
|  (c) | Use of door i.a..w. Point (b) |  |  |   |   |  |
| **Part ORO - Subpart Flight Crew (FC)**  |  |
| ***Section 1 - Common Requirements*** |  |
| ORO.FC.100 (a) to (e) | Composition of flight crew |  |  |   |   |  |
| AMC1 ORO.FC.100(c) | Operational Multi-Pilot Limitation (OML) |  |  |  |  |  |
| ORO.FC.105 (a) to (d) | Designation as pilot-in-command / commander |  |  |   |   until 29 October 2022 |  |
| ORO.FC.105 (a) to (d) | Designation as pilot-in-command / commander |  |  |  |  From 30 October 2022 |  |
| AMC1 ORO.FC.105(b)(2);(c) | Route/area and aerodrome knowledge for commercial operations |  |  |  |  |  |
| AMC1 ORO.FC.105(c) | Route/area and aerodrome recency |  |  |  |  |  |
| AMC2 ORO.FC.105(c) | Route/area and aerodrome recency — performance class B aeroplanes operated under VFR by night or IFR in CAT operations |  |  |  |  |  |
| ORO.FC.110 | Flight engineer |  |  |   |   |  |
| ORO.FC.115  | Crew resource management (CRM) training |  |  |  | [***CRM CCL checklist***](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/addestramento-personale-navigante/crew-resource-management-crm-training-compliance-checklist) | ✓ |
| ORO.FC.120 (a), (b) | Operator conversion training |  |  |   |   |  |
| AMC1 ORO.FC.120&130 | Flight path management (manual or automatic, as appropriate) during unreliable airspeed indication and other failures at high altitude in aeroplanes with a maximum cruising altitude above FL300 |  |  |  |  |  |
| ORO.FC.125  | Differences training and familiarisation training |  |  |   |  until 29 October 2022 |  |
| (a) | Difference/familiarisation if required by FCL or A/C |  |  |   |   until 29 October 2022 |  |
| (b) | OM specifies when required |  |  |   |   until 29 October 2022 |  |
| ORO.FC.125 (a) to (c) | Differences training, familiarization, equipment and procedure training |  |  |  |  From 30 October 2022 |  |
| AMC1 ORO.FC.125 | GENERAL |  |  |  |  |  |
| ORO.FC.130  | Recurrent training and checking |  |  |   |   |  |
|  (a) | Annual recurrent ground & flight training  |  |  |   |   |  |
|  (b) | Periodical check for normal/abnormal/emerg. Proc. |  |  |   |   |  |
| ORO.FC.135 | Pilot qualification to operate in either pilot's seat |  |  |   |   |  |
| ORO.FC.140 (a), (b) | Operation on more than one type or variant |  |  |   |  until 29 October 2022 |  |
| ORO.FC.140 (a) to (e) | Operation on more than one type or variant |  |  |  |  From 30 October 2022 |  |
| ORO.FC.145  | Provision of training |  |  |   |  |  |
|  (a)  | All training, checking and assessment conducted in accordance with the training programmes and syllabi established in the OM |  |  |   |  |  |
|  (b) | Training include relevant elements of OSD |  |  |   |  |  |
| AMC1 ORO.FC.145(b) | Non-mandatory (recommendation) elements of operational suitability data |  |  |  |  |  |
|  (c) | Approval of trainings, syllabi, use of FSTD |  |  |  |  *[FSTD ENAC web page](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/simulatori-di-volo/approvazione-alluso-dei-simulatori-di-volo)* | ✓ |
|  (d) | The FSTD shall replicate the aircraft used by the operator - Differences between aircraft and FSTD |  |  |   |  |  |
| AMC1 ORO.FC.145(d) | FFS - aircraft differences classification |  |  |  |  |  |
|  (e) | Monitoring of changes of FSTD used |  |  |   |  |  |
| ORO.FC.145 (f), (g) | Validity period of recurrent training and checking |  |  |  |  From 30 October 2022 |  |
| ORO.FC.146 (a) to (d) | Personnel providing training, checking and assessment |  |  |  |  |  |
| ORO.FC.146 (e) to (h) | Personnel providing training, checking and assessment |  |  |  |  From 30 October 2022 |  |
| AMC1 ORO.FC.146(c) | EBT INSTRUCTOR training |  |  |  |  |  |
| AMC2 ORO.FC.146(c) | EBT INSTRUCTOR recurrent standardisation programme |  |  |  |  |  |
| ***Section 2 - Additional requirements for CAT operations******All training and checking programme and the use of FSTD require prior approval from ENAC (ORO.FC.145)*** | ✓ |
| ORO.FC.200  | Composition of flight crew |  |  |   |  |  |
|  (a) | Inexperienced flight crew member |  |  |   |  |  |
| AMC1 ORO.FC.200(a) | Crewing of inexperienced flight crew members |  |  |  |  |  |
|  (b) | Delegation of the conduct of the flight |  |  |   |  |  |
| (c) | Requirements for aeroplane ops in IFR or at night |  |  |   |   |  |
| ORO.FC.A.201 (a) to (c) | In-flight relief of flight crew members |  |  |   |   |  |
| ORO.FC.202 (a) to (b) | Single-pilot operations under IFR or at night |  |  |   |   |  |
| ORO.FC.202 (c) to (d) | Single-pilot operations under IFR or at night |  |  |   |   |  |
| ORO.FC.205 | Command course |  |  |   |   | ✓ |
| ORO.FC.215 (a) to (c) | Initial operator's CRM training |  |  |  |  | ✓ |
| ORO.FC.220  | Operator conversion training and checking (OCT) |  |  |   |   | ✓ |
|  (a) | CRM integrated in OCT |  |  |   |   | ✓ |
|  (b) | Flight duty assignements during OCT |  |  |   |   | ✓ |
|  (c) | The amount of training required in OCT |  |  |   |   | ✓ |
|  (d) | Sequence of training and checking in OCT |  |  |   |   | ✓ |
|  (e) | Zero flight-time OCT training course (‘ZFTT’) |  |  |   |   | ✓ |
| (f) | Temporary specific conversion couse |  |  |  |  From 30 October 2022 | ✓ |
| AMC1 ORO.FC.220 | Operator Conversion Training Syllabus |  |  |  |  |  |
| AMC2 ORO.FC.220 | Operator conversion training syllabus — flight engineers |  |  |  |  |  |
| AMC1 ORO.FC.220&230 | UPRT for complex motor-powered aeroplanes with a maximum MOPSC of more than 19 |  |  |  |  |  |
| AMC2 ORO.FC.220&230 | UPRT for complex motor-powered aeroplanes with a maximum MOPSC of less than 19 |  |  |  |  |  |
| ORO.FC.230(a) | Recurrent training and checking |  |  |   |   | ✓ |
|  (b)  | Operator proficiency check |  |  |   |   | ✓ |
|  (c)  | Line check |  |  |   |   | ✓ |
| (d)  | Emergency / safety equipment training and checking |  |  |   |   | ✓ |
|  (e)  | CRM training |  |  |   |   | ✓ |
|  (f)  | Ground training and flight training every 12 months |  |  |   |   | ✓ |
| ORO.FC.230 (g) (h) | Validity periods |  |  |   |  until 29 October 2022 |  |
| AMC1 ORO.FC.230 | Recurrent Training Syllabus |  |  |  |  |  |
| AMC2 ORO.FC.230 | Flight Engineers |  |  |  |  |  |
| ORO.FC.231 | Evidence-based training |  |  |  |  | ✓ |
| ORO.FC.232 | EBT programme assessment and training topics |  |  |  |  | ✓ |
| ORO.FC.235 (a) to (g) | Pilot qualification to operate in either pilot's seat |  |  |   |   | ✓ |
| ORO.FC.240  | Operation on more than one type or variant |  |  |   |  | ✓ |
|  (a)  | Procedure estabilished in OM |  |  |   |   | ✓ |
|  (b)  | Operation on both helicopters and aeroplanes |  |  |   |   | ✓ |
|  (c)  | Performance class B aeroplane |  |  |   |   | ✓ |
| AMC1 ORO.FC.240 | GENERAL – Aeroplanes/ Combination of helicopter and aeroplane |  |  |  |  |  |
| AMC2 ORO.FC.240 | Terminology – Methodology - ODR Tables - Difference Levels |  |  |  |  |  |
| ORO.FC.A.245 (a) to (e) | Alternative training and qualification programme |  |  |   |   | ✓ |
| AMC1 ORO.FC.A.245 | Components And Implementation |  |  |  |  |  |
| AMC1 ORO.FC.A.245(a) | Operator Experience |  |  |  |  |  |
| AMC1 ORO.FC.A.245(d)(e)(2) | Combination Of Checks |  |  |  |  |  |
| ORO.FC.A.250 (a), (b) | Commanders holding a CPL(A) |  |  |   |   |  |
| ***Section 3 - Additional requirements for CAT referred to in ORO.FC.005(b)(1)*** *CAT conducted under VFR by day, starting and ending at the same aerodrome or operating site and within a local area specified by the competent authority, with single-engined propeller-driven aeroplanes having an MCTOM of 5 700 kg or less and an MOPSC of 5 or less.* |
| ORO.FC.320 | Operator conversion training and checking |  |  |  |  From 30 October 2022 |  |
| ORO.FC.325 | Equipment and procedure training and checking |  |  |  |  From 30 October 2022 |  |
| ORO.FC.330 (a) to (c) | Recurrent training and checking — OPC  |  |  |   |   |  |
| **Part ORO - Subpart Cabin Crew (CC)**  |  |
| ***Section 1 - Common Requirements*** |  |
| ORO.CC.100  | Number and composition of cabin crew |  |  |   |  |  |
|  (a)  | Determination of number and composition of CC |  |  |   |  |  |
|  (b)  | Minimum number of cabin crew |  |  |   |  |  |
| (c)  | CCM responsible to the pilot-in-command/commander |  |  |   |  |  |
| (d) | Non-commercial operations with aircraft with an MOPSC of more than 19 |  |  |  |  | ✓ |
| AMC1 ORO.CC.100 | Determination of the number and composition of cabin crew |  |  |  |  |  |
| ORO.CC.110 (a) | Conditions for assignment to duties |  |  |   |   |  |
| (b) | CC free lance/part time |  |  |  |  |  |
| (c) | CC clearly identified to the passengers |  |  |  |  |  |
| ORO.CC.115 (a) to (e) | Conduct of training courses and associated checking |  |  |  | [*CRM CCL checklist*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/addestramento-personale-navigante/crew-resource-management-crm-training-compliance-checklist) |  |
| AMC1 ORO.CC.115(c) | Training methods and training devices assessment |  |  |  | [*CRM CCL checklist*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/addestramento-personale-navigante/crew-resource-management-crm-training-compliance-checklist) |  |
| AMC1 ORO.CC.115(d) | CHECKING required for each training course |  |  |  | [*CRM CCL checklist*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/addestramento-personale-navigante/crew-resource-management-crm-training-compliance-checklist) |  |
| AMC1 ORO.CC.115(e) | Resource Management (CRM) Training – MULTI CABIN CREW OPERATIONS |  |  |  | [*CRM CCL checklist*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/addestramento-personale-navigante/crew-resource-management-crm-training-compliance-checklist) | ✓ |
| AMC2 ORO.CC.115(e) | Resource Management (CRM) Training – SINGLE CABIN CREW OPERATIONS |  |  |  | [*CRM CCL checklist*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/addestramento-personale-navigante/crew-resource-management-crm-training-compliance-checklist) | ✓ |
| AMC3 ORO.CC.115(e) | CABIN CREW CRM TRAINER |  |  |  | [*CRM CCL checklist*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/addestramento-personale-navigante/crew-resource-management-crm-training-compliance-checklist) |  |
| ORO.CC.120 (a), (b) | Initial training course |  |  |   |  |  |
| ORO.CC.125 (a) | A/C type specific training/operator conversion training |  |  |   |  |  |
|  (b) | Elements in the mandatory part of the OSD |  |  |   |  |  |
|  (c) | A/C type specific training programme |  |  |   |  |  |
|  | Training programme — aircraft type specific training |  |  |  |  |  |
|  (d) | Operator conversion training programme  |  |  |   |  |  |
|  | Training programme — operator conversion training |  |  |  |  |  |
| ORO.CC.130 (a) to © | Differences training |  |  |   |  |  |
| AMC1 ORO.CC.125 & ORO.CC.130 | Training programmes - cabin crew member's previous training |  |  |  |  |  |
| AMC1 ORO.CC.125(b) & ORO.CC.130(c) | NON-MANDATORY (RECOMMENDATIONS) elements of Operational Suitability Data |  |  |  |  |  |
| ORO.CC.135 | Familiarisation |  |  |   |  |  |
| AMC1 ORO.CC.135 | Familiarisation flights and aircraft familiarisation visits |  |  |  |  |  |
| ORO.CC.140 | Recurrent training  |  |  |   |  |  |
|  (a) | Annual recurrent training and checking |  |  |   |  |  |
| (b) | Actions to be covered |  |  |   |  |  |
|  (c) | Aircraft type specific training elements |  |  |   |  |  |
|  (d) | Operator specific training elements |  |  |   |  |  |
| (e) | Validity periods |  |  |   |  |  |
| AMC1 ORO.CC.140 | TRAINING PROGRAMMES - Recurrent training |  |  |  |  |  |
| ORO.CC.145 (a) to (c) | Refresher training |  |  |   |  |  |
| AMC1 ORO.CC.145 | TRAINING PROGRAMME - Refresher training |  |  |  |  |  |
| ***Section 2 - Additional requirements for CAT operations******All training and checking programme require prior approval from ENAC (ORO.CC.215)*** |  |
| ORO.CC.200 (a)  | Senior cabin crew member |  |  |   |  |  |
| (b) | SCCM requirements |  |  |  |  |  |
| (c) | SCCM training course |  |  |  |  | ✓ |
| AMC1 ORO.CC.200(c) | Training programme - SCCM |  |  |  |  |  |
| (d) | SCCM duties & responsabilities |  |  |  |  |  |
| AMC1 ORO.CC.200(d) | Responsabilities in the absence of any instructions from the flight crew |  |  |  |  |  |
| (e) | Procedures to select SCCM |  |  |  |  |  |
| AMC1 ORO.CC.200(e) | SCCM unable to operate |  |  |  |  |  |
| AMC2 ORO.CC.200(e) | Most appropriately qualified cabin crew member for SCCM replacement |  |  |  |  |  |
| ORO.CC.205 (a)  | Reduction of N. of CC during ground ops and in unforeseen circumstances - minimum n. CC ready to act |  |  |   |  |  |
| (b) | Cases for reducing minimum number of CC |  |  |  |  |  |
| (c) | Procedure in OM |  |  |  |  |  |
| AMC1 ORO.CC.205(c)(1) | Procedures with reduced number of cabin crew |  |  |  |  |  |
| (d) | Condition for reducing CC for the purpose of providing in-flight rest during the cruise phase |  |  |  |  |  |
| ORO.CC.210 (a) to (d) | Additional conditions for assignment to duties |  |  |   |  |  |
| ORO.CC.215 (a), (b) | Training and checking programs and documentation |  |  |   |  | ✓ |
| ORO.CC.250 (a), (b) | Operation on more than one aircraft type or variant |  |  |   |   | ✓ |
| AMC1 ORO.CC.250(b) | Determination of aircraft types and variants |  |  |  |  |  |
| ORO.CC.255 (a) to (c) | Single cabin crew member operations |  |  |   |  |  |
| **Part ORO - Subpart Flight and duty time limitations and rest requirements** |  |
| **Operatori Linea, charter, Cargo (A) ORO.FTL**  |   |   |  | [*ORO.FTL CCL checklist*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/flight-time-limitations-ftl/documentazione/compliance-checklist-for-easa-subpart-ftl) | ✓ |
| **Air Taxi, single pilot, AEMS Operators: refer to EU-OPS Subpart Q + "Regolamento ENAC integrativo al Capo Q"** |   |   |   |   |  |
| OPS 1.1090 (3) |  Operators’ responsibilities |  |  |   |  |  |
| OPS 1.1090 (4) | Crew members’ responsibilities |  |  |  |  |  |
| OPS 1.1100 | Flight and duty limitations |  |  |  |  |  |
| OPS 1.1105 | Maximum daily flight duty period (FDP) |  |  |  |  |  |
| Reg. Integrativo ENAC Art.9 | Periodo di Servizio di Volo massimo giornaliero per voli commerciali effettuati con velivoli a pilotaggio singolo |  |  |  |  |  |
| Reg. Integrativo ENAC Art.3 | Posizionamento |  |  |  |  |  |
| Reg. Integrativo ENAC Art.4 | Split duty |  |  |  |  |  |
| OPS 1.1110Reg. Integrativo ENAC Art.5 | Rest |  |  |  |  |  |
| OPS 1.1115Reg. Integrativo ENAC Art.6 | Extension of flight duty period due to in-flight rest |  |  |  |  |  |
| OPS 1.1120 | Unforeseen circumstances in actual flight operations — commander’s discretion |  |  |  |  |  |
| OPS 1.1125 Reg. Integrativo ENAC Art.7 | Standby |  |  |  |  |  |
| OPS 1.1130 | Nutrition |  |  |  |  |  |
| OPS 1.1135 | Flight duty, duty and rest period records |  |  |  |  |  |
| **Part CAT - Commercial Air Transport Operations (Annex IV)** |  |
| **Part CAT - Subpart A - General Requirements (GEN)** |  |
| **Section 1 - Motor-Powered Aircraft (MPA)** |  |
| CAT.GEN.MPA.100 (a)to(c) | Crew responsibilities |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.100(b) | 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 |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.100(c)(1) | Instructions concerning the consumption of alcohol by crew members |  |  |  |  |  |
| CAT.GEN.MPA.105 (a)to(e) | Responsibilities of the commander |  |  |   |   |  |
| CAT.GEN.MPA.110 | Authority of the commander |  |  |   |   |  |
| CAT.GEN.MPA.115 (a)to(c) | Personnel or CM other than CC in passenger comp. |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.115(a) | Measures to prevent confusion by passengers |  |  |  |  |  |
| CAT.GEN.MPA.120 | Common Language |  |  |  |  |  |
| CAT.GEN.MPA.124 | Taxiing of aircraft |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.124 | Procedures for taxiing |  |  |  |  |  |
| CAT.GEN.MPA.125 | Taxiing of aeroplanes - person at the controls |  |  |   |   |  |
| CAT.GEN.MPA.135 (a)to(c) | Admission to flight crew compartment |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.135(a)(3) | Instructions for single-pilot operations under VFR BY DAY |  |  |  |  |  |
| CAT.GEN.MPA.140 | Portable electronic devices  |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.140 | Technical prerequisites for the use of PEDS |  |  |  |  |  |
| AMC2 CAT.GEN.MPA.140 | Procedures for the use of PEDS |  |  |  |  |  |
| CAT.GEN.MPA.141(a), (b) | Use of electronic flight bags (EFBs) |  |  |  | [*For type B App SPA.EFB*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/electronic-flight-bag-efb)  | ✓ |
| AMC1 CAT.GEN.MPA.141(a) | HARDWARE |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.141(b) | Determination of an application type |  |  |  |  |  |
| AMC2 CAT.GEN.MPA.141(b) | Typical TYPE A EFB applications |  |  |  |  |  |
| AMC3 CAT.GEN.MPA.141(b) | Typical TYPE B EFB applications |  |  |  |  |  |
| CAT.GEN.MPA.145 | Information on emergency and survival equipment  |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.145 | Items for communication to the rescue coordination centre |  |  |  |  |  |
| CAT.GEN.MPA.150 | Ditching - aeroplanes |  |  |   |   |  |
| CAT.GEN.MPA.155 (a) to (c) | Carriage of weapons of war and munitions of war |  |  |   |   |  |
| CAT.GEN.MPA.160 (a) to (c) | Carriage of sporting weapons and ammunition  |  |  |   |   |  |
| CAT.GEN.MPA.161 | Sporting weapons and ammunition - Alleviations |  |  |   |   |  |
| CAT.GEN.MPA.165 (a), (b) | Method of carriage of persons  |  |  |   |   |  |
| CAT.GEN.MPA.170 (a) | Psychoactive substances - reasonable measures taken by the operator |  |  |   |   |  |
| (b) | Policy on the prevention and detection of misuse of psychoactive substances |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.170(b) | Policy on prevention of misuse of psychoactive substances |  |  |  |  |  |
| AMC2 CAT.GEN.MPA.170(b) | Policy to prevent misuse of psychoactive substances |  |  |  |  |  |
| (c) | Objective, transparent and non-discriminatory procedure for the prevention and detection of cases |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.170(c) | Objective, transparent and non-discriminatory testing procedure |  |  |  |  |  |
| (d) | Information to CAA and the authority responsible for the personnel concerned |  |  |  |  |  |
| CAT.GEN.MPA.175 (a)  | Endangering safety |  |  |   |   |  |
|  (b) | Psychological assessment before commencing line flying |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.175(b) | Psychological assessment |  |  |  |  |  |
| (c) | Internal assessment of the psychological attributes |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.175(c) | Internal assessment for non-complex operators |  |  |  |  |  |
| CAT.GEN.MPA.180 (a) | Documents, manuals and information to be carried |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.180(a)(13) | Procedures and visual signals for use by intercepting and intercepted aircraft |  |  |  |  |  |
|  (b) | Alleviations for CAT VFR - non complex |  |  |   |   |  |
|  (c) | Loss or theft of documents |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.180 | Form other than on printed paper |  |  |  |  |  |
| CAT.GEN.MPA.185 (a), (b) | Information to be retained on the ground  |  |  |   |   |  |
| CAT.GEN.MPA.190 | Provision of documentation and records of being requested |  |  |   |   |  |
| CAT.GEN.MPA.195(a) to (f) | Handling of flight recorder recordings: preservation, production, protection and use |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.195(a) | Preservation of recorded data for investigation |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.195(b) | Inspections and checks of recordings |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.195(f)(1) | Use of audio recordings for maintaining or improving safety |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.195(f)(1a) | Inspection of audio recordings for ensuring serviceability |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.195(f)(3) | Use of images from the flight crew compartment for maintaining or improving safety |  |  |  |  |  |
| AMC1 CAT.GEN.MPA.195(f)(3a) | Inspection of images of the flight crew compartment for ensuring serviceability |  |  |  |  |  |
| CAT.GEN.MPA.200(a)to (g) | Transport of dangerous goods |  |  |  | [*See also SPA.DG*](https://www.enac.gov.it/sicurezza-aerea/merci-pericolosedangerous-goods)  | ✓ |
| AMC1 CAT.GEN.MPA.200(e) | Dangerous goods accident and incident reporting |  |  |  |  |  |
| CAT.GEN.MPA.205 (a), (b) | Aircraft tracking system — Aeroplanes |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.205 | Equipment, performance and procedures when aircraft tracking is required |  |  |  |  |  |
| AMC2 CAT.GEN.MPA.205 | Routes included in airspace covered by ats surveillance |  |  |  |  |  |
| CAT.GEN.MPA.210  | Location of an aircraft in distress — Aeroplanes |  |  |   |   |  |
| AMC1 CAT.GEN.MPA.210 | Performance of the airborne system, transmission service, and operational procedures |  |  |  |  |  |
| CAT.GEN.MPA.215 (a), (b) | Support programme |  |  |   |  [*See ENAC N.I. 2020-028*](https://www.enac.gov.it/la-normativa/normativa-enac/note-informative/ni-2020-028)  |  |
| AMC1 CAT.GEN.MPA.215 | Principles Governing A Support Programme |  |  |  |  |  |
| AMC2 CAT.GEN.MPA.215 | Confidentiality And Protection Of Data |  |  |  |  |  |
| AMC3 CAT.GEN.MPA.215 | Elements Of A Support Programme |  |  |  |  |  |
| AMC4 CAT.GEN.MPA.215 | Training And Awareness |  |  |  |  |  |
| **Part CAT - Subpart B - Operating Procedures (OP)** |  |
| **Section 1 - Motor-Powered Aircraft (MPA)** |  |
| CAT.OP.MPA.100 (a), (b) | Use of air traffic services |  |  |   |   |  |
| CAT.OP.MPA.101 | Altimeter check and settings |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.105 (a), (b) | Use of aerodromes and operating sites |  |  |   |   |  |
| CAT.OP.MPA.106 (a), (b) | Use of isolated aerodromes - aeroplanes |  |  |   |  until 29 October 2022 | ✓ |
| CAT.OP.MPA.107 | Adequate aerodrome |  |  |   |   |  |
| AMC1 CAT.OP.MPA.107 | Rescue And Firefighting Services (RFFS) |  |  |  |  |  |
| CAT.OP.MPA.110  | Aerodrome operating minima |  |  |   |   until 29 October 2022 |  |
|  (a) | Estabilishing of operating minima  |  |  |   |   |  |
|  (b) | The use of a head-up display (HUD), |  |  |   |   |  |
|  (c) | Establishing aerodrome operating minima |  |  |   |   |  |
|  (d) | Method of determining aerodrome operating minima |  |  |   |   |  |
|  (e) | Minima for a specific approach and landing procedure |  |  |   |  until 29 October 2022 |  |
| AMC1 CAT.OP.MPA.110 | Take-Off Operations — Aeroplanes |  |  |  |  |  |
| AMC3 CAT.OP.MPA.110 | NPA, APV, CAT I OPERATIONS |  |  |  |  |  |
| AMC4 CAT.OP.MPA.110 | Criteria for establishing RVR/CMV |  |  |  |  |  |
| AMC5 CAT.OP.MPA.110 | Determination of RVR/CMV/VIS MINIMA FOR NPA, APV, CAT I — AEROPLANES |  |  |  |  |  |
| AMC7 CAT.OP.MPA.110 | Circling Operations — AEROPLANES |  |  |  |  |  |
| AMC9 CAT.OP.MPA.110 | Visual Approach Operations |  |  |  |  |  |
| AMC10 CAT.OP.MPA.110 | Conversion of reported meteorological visibility to RVR |  |  |  |  |  |
| AMC11 CAT.OP.MPA.110 | Effect on landing minima of temporarily failed or downgraded ground equipment |  |  |  |  |  |
| AMC12 CAT.OP.MPA.110 | VFR operations with other-than-complex motor-powered aircraft |  |  |  |  |  |
| CAT.OP.MPA.115 (a), (b) | Approach flight technique - aeroplanes |  |  |   |  until 29 October 2022 | ✓ |
| AMC1 CAT.OP.MPA.115 | Continuous Descent Final Approach (CDFA) |  |  |  |  |  |
| AMC2 CAT.OP.MPA.115 | NPA operations without applying the CDFA technique |  |  |  |  |  |
| AMC3 CAT.OP.MPA.115 | Operational Procedures And Instructions And Training |  |  |  |  |  |
| CAT.OP.MPA.125 (a) to (c) | Instrument departure and approach procedures |  |  |   |   |  |
| CAT.OP.MPA.126 | Performance-based navigation |  |  |   |   |  |
| AMC1 CAT.OP.MPA.126 | PBN operations |  |  |  |  |  |
| AMC2 CAT.OP.MPA.126 | Monitoring And Verification |  |  |  |  |  |
| AMC3 CAT.OP.MPA.126 | Management Of The Navigation Database |  |  |  |  |  |
| AMC4 CAT.OP.MPA.126 | Displays And Automation |  |  |  |  |  |
| AMC5 CAT.OP.MPA.126 | Vectoring And Positioning |  |  |  |  |  |
| AMC6 CAT.OP.MPA.126 | Alerting And Abort |  |  |  |  |  |
| AMC7 CAT.OP.MPA.126 | Contingency Procedures |  |  |  |  |  |
| CAT.OP.MPA.130 (a), (b) | Noise abatement procedures - aeroplanes |  |  |   |   |  |
| AMC1 CAT.OP.MPA.130 | NADP design |  |  |  |  |  |
| CAT.OP.MPA.135 (a) to (c) | Routes and areas of operation - general |  |  |   |   |  |
| AMC1 CAT.OP.MPA.135 | RNAV 10 |  |  |  |  |  |
| CAT.OP.MPA.136 | Routes and areas of operation — single-engined (A) |  |  |   |   |  |
| CAT.OP.MPA.140 (a) to (d) | Maximum distance from an adequate aerodrome for two-engined aeroplanes without an ETOPS approval |  |  |   |  | ✓ |
| AMC1 CAT.OP.MPA.140(d) | Operation of NON-ETOPS-compliant twin turbo-jet aeroplanes with MOPSC of 19 or less between 120 and 180 minutes from an adequate aerodrome |  |  |  |  |  |
| CAT.OP.MPA.145 (a) to (c) | Establishment of minimum flight altitudes |  |  |   |  | ✓ |
| AMC1 CAT.OP.MPA.145(a) | Considerations For Establishing Minimum Flight Altitudes |  |  |  |  |  |
| AMC1.1 CAT.OP.MPA.145(a) | Considerations For Establishing Minimum Flight Altitudes |  |  |  |  |  |
| CAT.OP.MPA.150 (a) to (d) | Fuel policy  |  |  |   |  until 29 October 2022 | ✓ |
| AMC1 CAT.OP.MPA.150(b) | Planning Criteria — AEROPLANES |  |  |  |  |  |
| AMC2 CAT.OP.MPA.150(b) | Location Of The Fuel En-Route Alternate (FUEL ERA) aerodrome |  |  |  |  |  |
| CAT.OP.MPA.151,  | Fuel policy - alleviations |  |  |   |   until 29 October 2022 |  |
| (a) | Performance class B aeroplanes |  |  |  |   until 29 October 2022 |  |
| (a1) | Operations taking off and landing at the same aerodrome |  |  |  |   until 29 October 2022 |  |
| CAT.OP.MPA.155 (a) to (d) | Carriage of special categories of passengers (SCPs) |  |  |   |   |  |
| AMC1 CAT.OP.MPA.155(b) | Procedures |  |  |  |  |  |
| AMC2 CAT.OP.MPA.155(b) | Procedures to provide information to SCP |  |  |  |  |  |
| AMC3 CAT.OP.MPA.155(b) | Conditions of safe carriage for unaccompanied children |  |  |  |  |  |
| AMC1 CAT.OP.MPA.155(c) | Seating procedures |  |  |  |  |  |
| AMC2 CAT.OP.MPA.155(c) | Seating allocation of scp with a disability and/or restraint aid |  |  |  |  |  |
| CAT.OP.MPA.160 (a), (b) | Stowage of baggage and cargo |  |  |   |   |  |
| AMC1 CAT.OP.MPA.160 | Stowage procedures |  |  |  |  |  |
| AMC2 CAT.OP.MPA.160 | Carriage Of Cargo In The Passenger Compartment |  |  |  |  |  |
| CAT.OP.MPA.165 | Passenger seating |  |  |   |   |  |
| AMC1 CAT.OP.MPA.165 | Emergency Exit Seating |  |  |  |  |  |
| AMC2 CAT.OP.MPA.165 | Access To Emergency Exits |  |  |  |  |  |
| CAT.OP.MPA.170 (a), (b) | Passenger briefing |  |  |   |   |  |
| AMC1 CAT.OP.MPA.170 | Passenger briefing |  |  |  |  |  |
| AMC1.1 CAT.OP.MPA.170 | Passenger briefing – replacement of briefing/ demonstration |  |  |  |  |  |
| AMC2 CAT.OP.MPA.170 | Single-Pilot Operations Without Cabin Crew |  |  |  |  |  |
| AMC3 CAT.OP.MPA.170 | In-Flight Entertainment (IFE) systems |  |  |  |  |  |
| CAT.OP.MPA.175 (a) to (c) | Flight preparation |  |  |   |   until 29 October 2022 |  |
| AMC1 CAT.OP.MPA.175 | Flight Preparation For PBN Operations |  |  |  |  |  |
| AMC2 CAT.OP.MPA.175 | Database Suitability/ Database Currency |  |  |  |  |  |
| AMC1 CAT.OP.MPA.175(a) | Operational Flight Plan — Complex Motor-Powered Aircraft |  |  |  |  |  |
| CAT.OP.MPA.177 (a) & (b) | Submission of the ATS flight plan |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.180 (a) to (d) | Selection of aerodromes - aeroplanes |  |  |   |   until 29 October 2022 |  |
| CAT.OP.MPA.180 (a) to (d) | Fuel/energy scheme – aeroplanes |  |  |  |  from 30 October 2022 | ✓ |
| CAT.OP.MPA.181(a) to (d) | Fuel/energy scheme – fuel/energy planning and in-flight re-planning policy – aeroplanes |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.182 | Destination a/dromes- instrument approach operations |  |  |   |  until 29 October 2022 |  |
| AMC1 CAT.OP.MPA.182 | PBN Operations |  |  |  |  |  |
| CAT.OP.MPA.182(a) to (f) | Fuel/energy scheme – aerodrome selection policy – aeroplanes |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.185 (a) to (c) | Planning minima for IFR flights - aeroplanes |  |  |   |   until 29 October 2022 |  |
| CAT.OP.MPA.185 (a)  | Planning minima for IFR flights — aeroplanes |  |  |  |  from 30 October 2022 |  |
| (b) | Pocedures to obtain dalay info from reliable sources  |  |  |  |  from 30 October 2022 |  |
| (c) | MINIMUM FUEL |  |  |  |  from 30 October 2022 |  |
| (d) | Fuel/energy EMERGENCY  |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.190 (a), (b) | Submission of the ATS flight plan  |  |  |   |   until 29 October 2022 |  |
| AMC1 CAT.OP.MPA.190 | Flights Without ATS Flight Plan |  |  |  |  |  |
| CAT.OP.MPA.195 (a), (b) | Refuelling/defuelling with passengers embarking, on board or disembarking |  |  |   |    until 29 October 2022 |  |
| AMC1 CAT.OP.MPA.195 | Operational Procedures — General/Aeroplanes |  |  |  |  |  |
| CAT.OP.MPA.200  | Special refuelling or defuelling of the aircraft |  |  |   |   until 29 October 2022 |  |
| CAT.OP.MPA.200 | Special refuelling or defuelling of the aircraft |  |  |  |  from 30 October 2022 | ✓ |
| CAT.OP.MPA.205 | Push back and towing - aeroplanes |  |  |   |   |  |
| AMC1 CAT.OP.MPA.205 | Barless Towing |  |  |  |  |  |
| CAT.OP.MPA.210  | Crew members at stations |  |  |   |   |  |
|  (a) | Flight crew members |  |  |   |   |  |
|  (b) | Cabin crew members |  |  |   |   |  |
| AMC1 CAT.OP.MPA.210(b) | Cabin Crew Seating Positions |  |  |  |  |  |
| CAT.OP.MPA.215 (a), (b) | Use of headset - aeroplanes |  |  |   |   |  |
| CAT.OP.MPA.220 | Assisting means for emergency evacuation |  |  |   |   |  |
| CAT.OP.MPA.225  | Seats, safety belts and restraint systems |  |  |   |   |  |
|  (a) | Crew members |  |  |   |   |  |
|  (b) | Passengers |  |  |   |   |  |
| CAT.OP.MPA.230 (a), (b) | Securing of passenger compartment and galley(s) |  |  |   |   |  |
| CAT.OP.MPA.240 (a) to (f) | Smoking on board |  |  |   |   |  |
| CAT.OP.MPA.245 (a) to (c) | Meteorological conditions - all aircraft |  |  |   |   until 29 October 2022 |  |
| CAT.OP.MPA.245 (a) to (c) | Meteorological conditions - all aircraft |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.246 (a), (b) | Meteorological conditions - aeroplanes |  |  |   |    until 29 October 2022 |  |
| CAT.OP.MPA.246 (a), (b) | Meteorological conditions - aeroplanes |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.250 (a), (b) | Ice and other contaminants - ground procedures |  |  |   |   |  |
| CAT.OP.MPA.255 (a) to (c) | Ice and other contaminants – flight procedures |  |  |   |   |  |
| AMC1 CAT.OP.MPA.255 | Flight In Expected Or Actual Icing Conditions — AEROPLANES |  |  |  |  |  |
| CAT.OP.MPA.260  | Fuel and oil supply |  |  |   |   until 29 October 2022  |  |
| CAT.OP.MPA.260 | Fuel/energy and oil supply |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.265 (a), (b) | Take-off conditions |  |  |   |   until 29 October 2022  |  |
| CAT.OP.MPA.265 (a), (b) | Take-off conditions |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.270 (a), (b) | Minimum flight altitudes |  |  |   |  | ✓ |
| CAT.OP.MPA.275 (a), (b) | Simulated abnormal situations in flight  |  |  |   |   |  |
| CAT.OP.MPA.280 (a), (b) | In-flight fuel management - aeroplanes |  |  |   |   until 29 October 2022  |  |
| CAT.OP.MPA.285 | Use of supplemental oxygen |  |  |   |   |  |
| CAT.OP.MPA.290 | Ground proximity detection |  |  |   |   |  |
| GM1 CAT.OP.MPA.290 | TAWS FLIGHT CREW TRAINING PROGRAMMES |  |  |  |  | ✓ |
| CAT.OP.MPA.295  | Use of airborne collision avoidance system (ACAS) |  |  |   |   |  |
| GM1 CAT.OP.MPA.295 | ACAS FLIGHT CREW TRAINING PROGRAMMES |  |  |  |  | ✓ |
| CAT.OP.MPA.300 (a)(b) | Approach and landing conditions - aeroplanes |  |  |   |   until 29 October 2022  |  |
| AMC1 CAT.OP.MPA.300(a) | Landing Distance Assessment |  |  |  |  |  |
| CAT.OP.MPA.300 (a)(b) | Approach and landing conditions  |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.303 (a) to (f) | In-flight check of the landing distance at time of arrival |  |  |  |  |  |
| AMC1 CAT.OP.MPA.303 | Assessment of the LDTA based on dispatch criteria |  |  |  |  |  |
| AMC1 CAT.OP.MPA.303(e) | Performance information for the assessment of the LDTA |  |  |  |  |  |
| CAT.OP.MPA.305 (a) to (f) | Commencement and continuation of approach |  |  |   |   until 29 October 2022  |  |
| AMC1 CAT.OP.MPA.305(e) | Visual References For Instrument Approach Operations |  |  |  |  |  |
| CAT.OP.MPA.305 (a) to (e) | Commencement and continuation of approach |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.310  | Operating procedures - threshold crossing height - aeroplanes |  |  |   |   until 29 October 2022  |  |
| CAT.OP.MPA.310  | Operating procedures - threshold crossing height - aeroplanes |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.311 | Reporting on runway braking action |  |  |  |  |  |
| AMC1 CAT.OP.MPA.311 | General |  |  |  |  |  |
| AMC1 CAT.OP.MPA.303 & CAT.OP.MPA.311 | Flight Crew Training |  |  |  |  |  |
| GM1 CAT.OP.MPA.303 & CAT.OP.MPA.311 | Syllabus |  |  |  |  |  |
| CAT.OP.MPA.312 (a) to (c) | EFVS 200 operations |  |  |  |  from 30 October 2022 |  |
| CAT.OP.MPA.320 (a) to (d) | Aircraft categories |  |  |   |  | ✓ |
| **Part CAT - Subpart C - Performance and Operating Limitations (POL)** |  |
| **Section 1 - Aeroplanes (A)** |  |
| **Chapter 1 - General Requirements** |  |
| CAT.POL.A.100 (a), (b) | Performance classes |  |  |   |   |  |
| CAT.POL.A.105 (a) to (d) | General |  |  |   |   |  |
| **Chapter 2 - Performance Class A***(Multi-engined aeroplanes powered by turbo-propeller engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg, and all multi-engined turbo-jet powered aeroplanes)* |
| CAT.POL.A.200 (a) to (c) | General |  |  |   |   |  |
| AMC1 CAT.POL.A.200 | Wet And Contaminated Runway Data |  |  |  |  |  |
| CAT.POL.A.205 (a) to (c) | Take-off |  |  |   |   |  |
| AMC1 CAT.POL.A.205 | Loss of runway length due to alignment |  |  |  |  |  |
| CAT.POL.A.210 (a) to (c) | Take-off obstacle clearance |  |  |   |   |  |
| AMC1 CAT.POL.A.210 | Take-off obstacle clearance |  |  |  |  |  |
| AMC2 CAT.POL.A.210 | Effect Of Bank Angles |  |  |  |  |  |
| AMC3 CAT.POL.A.210 | Required Navigational Accuracy |  |  |  |  |  |
| CAT.POL.A.215 (a) to (d) | En-route - one-engine-inoperative (OEI) |  |  |   |   |  |
| AMC1 CAT.POL.A.215 | Route Analysis |  |  |  |  |  |
| CAT.POL.A.220 (a) to (f) | En-route - aeroplanes with 3 or more engines, 2 engines inoperative |  |  |   |   |  |
| CAT.POL.A.225  | Landing - destination and alternate aerodromes |  |  |   |   |  |
| AMC1 CAT.POL.A.225 | Altitude Measuring |  |  |  |  |  |
| AMC2 CAT.POL.A.225 | Missed Approach |  |  |  |  |  |
| CAT.POL.A.230 (a) to (f) | Landing - dry runways |  |  |   |   |  |
| AMC1 CAT.POL.A.230 & CAT.POL.A.235 | Factoring of automatic landing distance performance data |  |  |  |  |  |
| CAT.POL.A.235 (a) to (h) | Landing - wet and contaminated runways |  |  |   |   |  |
| AMC1 CAT.POL.A.235(a)(3) | Runways with friction improving characteristics |  |  |  |  |  |
| CAT.POL.A.240 (a), (b) | Approval of operations with increased bank angles |  |  |   |  | ✓ |
| CAT.POL.A.245 (a), (b) | Approval of steep approach operations |  |  |   |  | ✓ |
| CAT.POL.A.250 (a), (b) | Approval of short landing operations |  |  |   |  | ✓ |
| CAT.POL.A.255 | Approval of reduced required landing distance operations |  |  |  |   | ✓ |
| AMC1 CAT.POL.A.255(b)(1) | EQUIVALENT LEVEL OF SAFETY |  |  |  |  |  |
| AMC1 CAT.POL.A.255(b)(2)(iv) | General/Training |  |  |  |  |  |
| AMC2 CAT.POL.A.255(b)(2)(iv) | Monitoring |  |  |  |  |  |
| AMC1 CAT.POL.A.255(b)(2)(v) | Aerodrome Landing Analysis Programme (ALAP) |  |  |  |  |  |
| AMC1 CAT.POL.A.255(b)(2)(vi) | Equipment Affecting Landing Performance |  |  |  |  |  |
| AMC1 CAT.POL.A.255(b)(2)(vii) | Recency |  |  |  |  |  |
| AMC1 CAT.POL.A.255(b)(2)(ix) | Additional Aerodrome Conditions |  |  |  |  |  |
| **Chapter 3 - Performance Class B***(Aeroplanes powered by propeller engines with a maximum operational passenger seating configuration of nine or less and a maximum take-off mass of 5 700 kg or less)* |
| CAT.POL.A.300 (a), (b) | General |  |  |   |   |  |
| CAT.POL.A.305 (a) to (c) | Take-off |  |  |   |   |  |
| AMC1 CAT.POL.A.305 | Runway Surface Condition |  |  |  |  |  |
| AMC2 CAT.POL.A.305 | Runway Slope |  |  |  |  |  |
| CAT.POL.A.310 (a) to (d) | Take-off obstacle clearance - multi-engined aeroplanes |  |  |   |   |  |
| AMC1 CAT.POL.A.310 | Take-Off Flight Path — Visual Course Guidance Navigation |  |  |  |  |  |
| AMC2 CAT.POL.A.310 | Take-Off Flight Path Construction |  |  |  |  |  |
| CAT.POL.A.315 (a), (b) | En-route - multi-engined aeroplanes |  |  |   |   |  |
| CAT.POL.A.320 (a), (b) | En-route - single-engined aeroplanes |  |  |   |   |  |
| AMC1 CAT.POL.A.320 | Engine Failure |  |  |  |  |  |
| CAT.POL.A.325  | Landing - destination and alternate aerodromes |  |  |   |   |  |
| AMC1 CAT.POL.A.325 | Altitude Measuring |  |  |  |  |  |
| CAT.POL.A.330 (a) to (g) | Landing - dry runways |  |  |   |   |  |
| AMC1 CAT.POL.A.330 | Landing Distance Correction Factors |  |  |  |  |  |
| AMC2 CAT.POL.A.330 | Runway Slope |  |  |  |  |  |
| CAT.POL.A.335 (a) to (c) | Landing - wet and contaminated runways |  |  |   |   |  |
| AMC1 CAT.POL.A.335 | Wet And Contaminated Runway Data |  |  |  |  |  |
| AMC1 CAT.POL.A.335(a)(3) | Runways with friction improving characteristics |  |  |  |  |  |
| CAT.POL.A.340 (a), (b) | Take-off and landing climb requirements |  |  |   |   |  |
| CAT.POL.A.345 (a), (b) | Approval of steep approach operations |  |  |   |  | ✓ |
| CAT.POL.A.350 (a), (b) | Approval of short landing operations |  |  |   |  | ✓ |
| CAT.POL.A.355 (a), (b) | Approval of reduced required landing distance operations |  |  |  |   | ✓ |
| AMC1 CAT.POL.A.355(b)(4) | Control of the touchdown area |  |  |  |  |  |
| AMC1 CAT.POL.A.355(b)(5) and (b)(6) | Type Experience/Training Programme/Recency |  |  |  |  |  |
| AMC1 CAT.POL.A.355(b)(8)(i) | Equipment Affecting Landing Performance |  |  |  |  |  |
| AMC1 CAT.POL.A.355(b)(9) | Specific Maintenance Instructions/Procedures |  |  |  |  |  |
| AMC1 CAT.POL.A.355(b)(11) | Additional aerodrome conditions |  |  |  |  |  |
| **Chapter 4 - Performance Class C***(Aeroplanes powered by reciprocating engines with an MOPSC of more than nine or a maximum take-off mass exceeding 5 700 kg)* |  |
| CAT.POL.A.400 (a) to (d) | Take-off |  |  |   |   |  |
| AMC1 CAT.POL.A.400 | Loss of runway length due to alignment |  |  |  |  |  |
| AMC2 CAT.POL.A.400 | Runway slope |  |  |  |  |  |
| AMC3 CAT.POL.A.400 | Runway surface condition |  |  |  |  |  |
| CAT.POL.A.405 (a) to (g) | Take-off obstacle clearance |  |  |   |   |  |
| AMC1 CAT.POL.A.405 | Effect Of Bank Angles |  |  |  |  |  |
| AMC2 CAT.POL.A.405 | Required Navigational Accuracy |  |  |  |  |  |
| CAT.POL.A.410 | En-route - all engines operating |  |  |   |   |  |
| CAT.POL.A.415 (a) to (e) | En-route - OEI |  |  |   |   |  |
| AMC1 CAT.POL.A.415 | Route analysis |  |  |  |  |  |
| CAT.POL.A.420 (a) to (g) | En-route - aeroplanes with three or more engines, two engines inoperative |  |  |   |   |  |
| CAT.POL.A.425 | Landing - destination and alternate aerodromes |  |  |   |   |  |
| AMC1 CAT.POL.A.425 | Altitude measuring |  |  |  |  |  |
| CAT.POL.A.430 (a) to (c) | Landing — dry runways |  |  |   |   |  |
| AMC1 CAT.POL.A.430 | Landing Distance Correction Factors |  |  |  |  |  |
| AMC2 CAT.POL.A.430 | Runway slope |  |  |  |  |  |
| CAT.POL.A.435 (a), (b) | Landing - wet and contaminated runways |  |  |   |   |  |
| AMC1 CAT.POL.A.435 | Wet And Contaminated Runway Data |  |  |  |  |  |
| **Section 3 - Mass and Balance (MAB)** |
| **Chapter 1 - Motor-Powered Aircraft** |
| CAT.POL.MAB.100 (a) to (j) | Mass and balance, loading |  |  |   |   |  |
| AMC1 CAT.POL.MAB.100(a) | Centre Of Gravity Limits — Operational Cg Envelope And In-Flight CG |  |  |  |  |  |
| AMC1 CAT.POL.MAB.100(b) | Weighing of an aircraft |  |  |  |  |  |
| AMC2 CAT.POL.MAB.100(b) | Fleet mass and CG position — AEROPLANES |  |  |  |  |  |
| AMC1 CAT.POL.MAB.100(d) | Dry Operating Mass |  |  |  |  |  |
| AMC2 CAT.POL.MAB.100(d) | Mass values for crew members |  |  |  |  |  |
| AMC1 CAT.POL.MAB.100(e) | Mass values for passengers and baggage |  |  |  |  |  |
| AMC2 CAT.POL.MAB.100(e) | Procedure for establishing revised standard mass values for passengers and baggage |  |  |  |  |  |
| CAT.POL.MAB.105 (a)to (e) | Mass and balance data and documentation |  |  |   |   |  |
| AMC1 CAT.POL.MAB.105(a) | Contents |  |  |  |  |  |
| AMC1 CAT.POL.MAB.105(b) | Integrity |  |  |  |  |  |
| AMC1 CAT.POL.MAB.105(c) | Signature or equivalent |  |  |  |  |  |
| AMC2 CAT.POL.MAB.105(c) | Mass and balance documentation sent via data link |  |  |  |  |  |
| **Part CAT - Subpart D - Instrument, Data, Equipment (IDE)** |
| **Section 1 - Aeroplanes (A)** |
| CAT.IDE.A.100 (a) to (e) | Instruments and equipment – general |  |  |   |   |  |
| CAT.IDE.A.105 (a), (b) | Minimum equipment for flight |  |  |   |   |  |
| AMC1 CAT.IDE.A.105 | Management of the status of certain instruments, equipment or functions |  |  |  |  |  |
| CAT.IDE.A.110 (a), (b) | Spare electrical fuses |  |  |   |   |  |
| CAT.IDE.A.115 (a), (b) | Operating lights |  |  |   |   |  |
| CAT.IDE.A.120 | Equipment to clear windshield  |  |  |   |   |  |
| AMC1 CAT.IDE.A.120 | Means to maintain a clear portion of the windshield during precipitation |  |  |  |  |  |
| CAT.IDE.A.125 (a) to (d) | Operations under VFR by day - flight and navigational instruments and associated equipment |  |  |   |   |  |
| AMC1 CAT.IDE.A.125 & CAT.IDE.A.130 | Integrated instruments |  |  |  |  |  |
| AMC2 CAT.IDE.A.125 | Local flights |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(i) & CAT.IDE.A.130(a)(1) | Means of measuring and displaying magnetic heading |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(ii) & CAT.IDE.A.130(a)(2) | Means of measuring and displaying the time |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(iii) & CAT.IDE.A.130(b) | Calibration of the means of measuring and displaying pressure altitude |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(iv) & CAT.IDE.A.130(a)(3) | Calibration of the instrument indicating airspeed |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(ix) & CAT.IDE.A.130(a)(8) | Means of displaying outside air temperature |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(b) & CAT.IDE.A.130(h) | Multi-Pilot Operations — Duplicate Instruments |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(c) & CAT.IDE.A.130(d) | Means Of Preventing Malfunction Due To Condensation Or Icing |  |  |  |  |  |
| CAT.IDE.A.130 (a) to (j) | Operations under IFR or at night - flight and navigational instruments and associated equipment |  |  |   |   |  |
| AMC1 CAT.IDE.A.125 & CAT.IDE.A.130 | Integrated Instruments |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(i) & CAT.IDE.A.130(a)(1) | Means Of Measuring And Displaying Magnetic Heading |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(ii) & CAT.IDE.A.130(a)(2) | Means of measuring and displaying the time |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(iv) & CAT.IDE.A.130(a)(3) | Calibration Of The Instrument Indicating Airspeed |  |  |  |  |  |
| AMC1 CAT.IDE.A.130(a)(5) | SLIP INDICATOR |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(ix) & CAT.IDE.A.130(a)(8) | Means Of Displaying Outside Air Temperature |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(a)(1)(iii) & CAT.IDE.A.130(b) | Calibration Of The Means Of Measuring And Displaying Pressure Altitude |  |  |  |  |  |
| AMC2 CAT.IDE.A.130(b) | ALTIMETERS — IFR OR Night Operations |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(c) & CAT.IDE.A.130(d) | Means of preventing malfunction due to condensation or icing |  |  |  |  |  |
| AMC1 CAT.IDE.A.130(e) | Means of indicating failure of the airspeed indicating system’s means of preventing malfunction due to either condensation or icing |  |  |  |  |  |
| AMC1 CAT.IDE.A.125(b) & CAT.IDE.A.130(h) | MULTI-PILOT OPERATIONS — Duplicate Instruments |  |  |  |  |  |
| AMC1 CAT.IDE.A.130(i)(5) | Illumination Of Standby Means Of Measuring And Displaying Attitude |  |  |  |  |  |
| AMC1 CAT.IDE.A.130(j) | CHART HOLDER |  |  |  |  |  |
| CAT.IDE.A.135 | Additional equipment single pilot operation under IFR |  |  |   |   |  |
| CAT.IDE.A.140 (a) to (c) | Altitude alerting system |  |  |   |   |  |
| CAT.IDE.A.150 (a), (b) | Terrain awareness warning system (TAWS) |  |  |   |   |  |
| AMC1 CAT.IDE.A.150 | Excessive downwards glide slope deviation warning for CLASS A TAWS |  |  |  |  |  |
| CAT.IDE.A.155 | Airborne collision avoidance system (ACAS) |  |  |   |   |  |
| CAT.IDE.A.160 (a) to (c) | Airborne weather detecting equipment |  |  |   |   |  |
| AMC1 CAT.IDE.A.160 | General |  |  |  |  |  |
| CAT.IDE.A.165 (a), (b) | Additional equipment for operations in icing conditions at night |  |  |   |   |  |
| CAT.IDE.A.170 | Flight crew interphone system |  |  |   |   |  |
| AMC1 CAT.IDE.A.170 | Type Of Flight Crew Interphone |  |  |  |  |  |
| CAT.IDE.A.175 | Crew member interphone system  |  |  |   |   |  |
| AMC1 CAT.IDE.A.175 | Specifications |  |  |  |  |  |
| CAT.IDE.A.180 | Public address system |  |  |   |   |  |
| AMC1 CAT.IDE.A.180 | Specifications |  |  |  |  |  |
| CAT.IDE.A.185 (a) to (i) | Cockpit voice recorder |  |  |   |   |  |
| AMC1 CAT.IDE.A.185 | Operational Performance Requirements |  |  |  |  |  |
| CAT.IDE.A.190 (a) to (e) | Flight data recorder |  |  |   |   |  |
| AMC1.1 CAT.IDE.A.190 | OPERATIONAL PERFORMANCE REQUIREMENTS FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 JANUARY 2016 AND BEFORE 1 JANUARY 2023 |  |  |  |  |  |
| AMC1.2 CAT.IDE.A.190 | OPERATIONAL PERFORMANCE REQUIREMENTS FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL cofa ON OR AFTER 1 JANUARY 2023 |  |  |  |  |  |
| AMC2 CAT.IDE.A.190 | OPERATIONAL PERFORMANCE REQUIREMENTS FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL cofa ON OR AFTER 1 APRIL 1998 AND BEFORE 1 JANUARY 2016 |  |  |  |  |  |
| AMC3 CAT.IDE.A.190 | PERFORMANCE SPECIFICATIONS FOR THE PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL cofa ON OR AFTER 1 APRIL 1998 AND BEFORE 1 JANUARY 2016 |  |  |  |  |  |
| AMC4 CAT.IDE.A.190 | LIST OF PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL CofA ON OR AFTER 1 JUNE 1990 UP TO AND INCLUDING 31 MARCH 1998 |  |  |  |  |  |
| AMC5 CAT.IDE.A.190 | PERFORMANCE SPECIFICATIONS FOR THE PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL COFA UP TO AND INCLUDING 31 MARCH 1998 |  |  |  |  |  |
| AMC6 CAT.IDE.A.190 | LIST OF PARAMETERS TO BE RECORDED FOR AEROPLANES FIRST ISSUED WITH AN INDIVIDUAL CofA BEFORE 1 JUNE 1990 |  |  |  |  |  |
| CAT.IDE.A.191(a) to (e) | Lightweight flight recorder |  |  |  |  |  |
| AMC1 CAT.IDE.A.191 | Operational Performance Requirements |  |  |  |  |  |
| CAT.IDE.A.195 (a) to (e) | Data link recording |  |  |   |   |  |
| AMC1 CAT.IDE.A.195 | General |  |  |  |  |  |
| CAT.IDE.A.200 (a) to (c) | Combination recorder  |  |  |   |   |  |
| AMC1 CAT.IDE.A.200 | General |  |  |  |  |  |
| CAT.IDE.A.205 (a), (b) | Seats, seat safety belts, restraint systems and child restraint devices |  |  |   |   |  |
| AMC1 CAT.IDE.A.205 | Child Restraint Devices (CRDs) |  |  |  |  |  |
| AMC2 CAT.IDE.A.205 | Upper Torso Restraint System |  |  |  |  |  |
| AMC3 CAT.IDE.A.205 | Seats For Minimum Required Cabin Crew |  |  |  |  |  |
| CAT.IDE.A.210 | Fasten seat belt and no-smoking signs |  |  |   |   |  |
| CAT.IDE.A.215 (a) to (e) | Internal doors and curtains  |  |  |   |   |  |
| CAT.IDE.A.220 (a) to (b) | First-aid kit |  |  |   |   |  |
| AMC1 CAT.IDE.A.220 | Content of FIRST-AID KITS |  |  |  |  |  |
| AMC2 CAT.IDE.A.220 | Maintenance of FIRST-AID KITS |  |  |  |  |  |
| CAT.IDE.A.225 (a) to (c) | Emergency medical kit |  |  |   |   |  |
| AMC1 CAT.IDE.A.225 | Content Of Emergency Medical KITS |  |  |  |  |  |
| AMC2 CAT.IDE.A.225 | Carriage under secure conditions |  |  |  |  |  |
| AMC3 CAT.IDE.A.225 | Access To The Emergency Medical KIT |  |  |  |  |  |
| AMC4 CAT.IDE.A.225 | Maintenance Of Emergency Medical KIT |  |  |  |  |  |
| CAT.IDE.A.230 (a) to (d) | First-aid oxygen |  |  |   |   |  |
| AMC1 CAT.IDE.A.230(d) | General |  |  |  |  |  |
| CAT.IDE.A.235 (a) to (h) | Supplemental oxygen – pressurised aeroplanes |  |  |   |   |  |
| AMC1 CAT.IDE.A.235 | Determination Of Oxygen |  |  |  |  |  |
| AMC2 CAT.IDE.A.235 | Oxygen Requirements For Flight Crew Compartment Seat Occupants And Cabin Crew In Addition To The Required Minimum Number Of Cabin Crew |  |  |  |  |  |
| AMC1 CAT.IDE.A.235(c) | Aeroplanes Without Automatic Deployable Oxygen-Dispensing Units |  |  |  |  |  |
| AMC1 CAT.IDE.A.235(e) | Aeroplanes not certified to fly above 25 000 ft |  |  |  |  |  |
| CAT.IDE.A.240 | Supplemental oxygen - non-pressurised aeroplanes |  |  |   |   |  |
| AMC1 CAT.IDE.A.240 | Amount Of Supplemental Oxygen |  |  |  |  |  |
| CAT.IDE.A.245 (a) to (e) | Crew protective breathing equipment |  |  |   |   |  |
| AMC1 CAT.IDE.A.245 | Protective Breathing Equipment (PBE) |  |  |  |  |  |
| CAT.IDE.A.250 (a) to (e) | Hand fire extinguishers |  |  |   |   |  |
| AMC1 CAT.IDE.A.250 | Number, Location And Type |  |  |  |  |  |
| CAT.IDE.A.255 (a) to (c) | Crash axe and crowbar |  |  |   |   |  |
| AMC1 CAT.IDE.A.255 | Storage Of Crash Axes And Crowbars |  |  |  |  |  |
| CAT.IDE.A.260 | Marking of break-in points |  |  |   |   |  |
| AMC1 CAT.IDE.A.260 | Markings — Colour And Corners |  |  |  |  |  |
| CAT.IDE.A.265 (a) to (d) | Means for emergency evacuation |  |  |   |   |  |
| CAT.IDE.A.270 (a) to (b) | Megaphones  |  |  |   |   |  |
| AMC1 CAT.IDE.A.270 | Location of megaphones |  |  |  |  |  |
| CAT.IDE.A.275 (a) to (e) | Emergency lighting and marking |  |  |   |   |  |
| CAT.IDE.A.280 (a) to (c) | Emergency locator transmitter (ELT) |   |   |   |   |  |
| AMC1 CAT.IDE.A.280 | Batteries |  |  |  |  |  |
| AMC2 CAT.IDE.A.280 | Types of ELTs And General Technical Specifications |  |  |  |  |  |
| CAT.IDE.A.285 (a) to (f) | Flight over water |  |  |   |   |  |
| AMC1 CAT.IDE.A.285 | Life rafts and equipment for making distress signals |  |  |  |  |  |
| AMC1 CAT.IDE.A.285(e)(4) & CAT.IDE.A.305(a)(2) | Survival ELT |  |  |  |  |  |
| AMC1 CAT.IDE.A.285(a) | Accessibility of life-jackets |  |  |  |  |  |
| AMC2 CAT.IDE.A.285(a) | Electric Illumination Of Life-Jackets |  |  |  |  |  |
| AMC1 CAT.IDE.A.285(f) | Low-Frequency Underwater Locating Device |  |  |  |  |  |
| AMC2 CAT.IDE.A.285(f) | Robust and automatic means to locate the point of end of flight after an accident |  |  |  |  |  |
| CAT.IDE.A.305 (a) to (b) | Survival equipment |  |  |   |   |  |
| AMC1 CAT.IDE.A.305 | Additional Survival Equipment |  |  |  |  |  |
| AMC1 CAT.IDE.A.285(e)(4) & CAT.IDE.A.305(a)(2) | Survival ELT |  |  |  |  |  |
| AMC1 CAT.IDE.A.305(b)(2) | Applicable Airworthiness Standard |  |  |  |  |  |
| CAT.IDE.A.325 (a), (b) | Headset |  |  |   |   |  |
| AMC1 CAT.IDE.A.325 | General |  |  |  |  |  |
| CAT.IDE.A.330 (a), (b) | Radio communication equipment |  |  |   |   |  |
| CAT.IDE.A.335 | Audio selector panel |  |  |   |   |  |
| CAT.IDE.A.340 (a) to (c) | Radio equipment for operations under VFR over routes navigated by reference to visual landmarks |  |  |   |   |  |
| CAT.IDE.A.345 (a) to (f) | Communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks’ |  |  |   |   |  |
| AMC1 CAT.IDE.A.345 | Two independent means of communication |  |  |  |  |  |
| AMC2 CAT.IDE.A.345 | Acceptable number and type of communication and navigation equipment |  |  |  |  |  |
| AMC3 CAT.IDE.A.345 | Failure of a single unit |  |  |  |  |  |
| AMC4 CAT.IDE.A.345 | Long Range Communication Systems |  |  |  |  |  |
| AMC1 CAT.IDE.A.345(a) | Performance-Based Communication And Surveillance (PBCS) Operations |  |  |  |  |  |
| CAT.IDE.A.350 | Transponder |  |  |   |   |  |
| AMC1 CAT.IDE.A.350 | SSR transponder |  |  |  |  |  |
| CAT.IDE.A.355 (a) to (c) | Management of aeronautical database  |  |  |   |   |  |
| AMC1 CAT.IDE.A.355 | Aeronautical Databases |  |  |  |  |  |
| **Part SPA - Specific Approvals (Annex V)** |  |
| **Part SPA - Subpart A - General requirements (GEN)** |  |
| SPA.GEN.105 (a) to (c) | Application for a specific approval |  |  |   |   |  |
| SPA.GEN.110 (a) | Privileges of an operator holding a specific approval |  |  |   |   |  |
| SPA.GEN.115 | Changes to a specific approval |  |  |   | (Prior Approval) |  |
| SPA.GEN.120 | Continued validity of a specific approval |  |  |   |   |  |
| **Part SPA - Subpart B - Performance-Based Navigation Operations (PBN)** |  |
| **COMPLIANCE CHECKLIST SPA.PBN** |
| **Part SPA - Subpart C - Operations with Specified Minimum Navigation Performance (MNPS)** |  |
| **COMPLIANCE CHECKLIST SPA.MNPS** |
| **Part SPA - Subpart D - Operations in Airspace with Reduced Vertical Separation Minima (RVSM)** |  |
| **COMPLIANCE CHECKLIST SPA.RVSM** |
| **Part SPA - Subpart E - Low Visibility Operations (LVO)** |  |
| **COMPLIANCE CHECKLIST SPA.LVO** |
| **Part SPA - Subpart F - Extended Range Operations with Two-Engined Aeroplanes (ETOPS)** |  |
| **COMPLIANCE CHECKLIST SPA.ETOPS** |
| **Part SPA - Subpart G - Transport of Dangerous Goods (DG)** |  |
| **COMPLIANCE CHECKLIST SPA.DG** |
| **Part SPA - Subpart L - Single - Engine Turbine Aeroplane Operations at night or in IMC (SET-IMC)** |  |
| **COMPLIANCE CHECKLIST SPA.SET-IMC** |
| **Part SPA - Subpart M – Electronic Flight Bag (EFB)**  |  |
| **COMPLIANCE CHECKLIST SPA.EFB** |
| **REMARKS** |
| **Notes:**  (1)(A) the requirement and related AMCs are applicable or partially applicable . (N/A) the requirement and related AMCs are NOT applicable; (2) State the Manuals titles and Parts/Sections/Chapters/Paragraphs numbers. (3) Prior Approval (4) This checklist is updated with: - Regulation (EU) 2021/2237 of 15 December 2021 applicable from 30 October 2022 (AWO*)* - Decision 2021/008 - Easy access reference EASA AirOps Rev.17 (February 2022)  |
| **OPERATOR Declaration of compliance** |
|  **Compliance Monitoring Manager name and signature: \_\_** |
|  **Flight Operation Nominated person name and signature: \_\_**  |   |
|  **Crew Training Nominated person name and signature: \_\_** |
|  **Ground Operations Nominated person name and signature: \_\_** |
|   |  |  |  | **Place \_****Date \_** |
| **ENAC Revision for compliance** | **TNO □ TCE □ TSU □ TNE □ TOT □**  |   |  |
|   |   |   |   |   |   |  |
| **REVISED BY:**  | **Team Leader \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  |  |  |  |  |
|   | **Team Member \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  |  |  |  |
|   | **Team Member \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |  | **Place \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**  |  |
|   |   |   |   |   |  |