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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 - Helicopter** | | | | | | | | | | | | |
| **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 (CAT operators whether they transport dangerous goods or not) | | |  |  |  | | |  | | | ✓ |
| 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 or the operator’s management system | | |  |  |  | | |  | | |  |
| (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.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.105 | Flight crew compartment security - helicopters | | |  |  |  | | |  | | |  |
| **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 | | |  |  |  | | |  | | |  |
| 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 | | |  |  |  | | |  | | |  |
| 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 (c), (d) | | |  |  |  | | |  | | |  |
| (b) | Delegation of the conduct of the flight | | |  |  |  | | |  | | |  |
| (d) | Requirements for helicopters operations | | |  |  |  | | |  | | |  |
| 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 (e) | helicopter operations under IFR | | |  |  |  | | |  | | |  |
| 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 | | |  |  |  | | |  | | | ✓ |
| (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 | | |  |  |  | | |  | | |  |
| 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 (a) | Recurrent Training Syllabus - helicopters | | |  |  |  | | |  | | |  |
| AMC1 ORO.FC.230 (b) | Recurrent Checking Syllabus - helicopters | | |  |  |  | | |  | | |  |
| AMC1 ORO.FC.230 (c) | Flight crew incapacitation training, except single-pilot operations | | |  |  |  | | |  | | |  |
| AMC1 ORO.FC.230 (d) | Personnel providing training and checking | | |  |  |  | | |  | | |  |
| AMC1 ORO.FC.230 (e) | Use of FSTD | | |  |  |  | | |  | | |  |
| 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 | | |  |  |  | | | until 29 October 2022 | | | ✓ |
| AMC1 ORO.FC.235(d) | Single-Engine Helicopters — Autorotative Landing | | |  |  |  | | |  | | |  |
| ORO.FC.236 | Pilot qualification to operate in either pilot's seat - helicopers | | |  |  |  | | | from 30 October 2022 | | | ✓ |
| 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 – (b) Helicopters, (c) Combination of helicopter and aeroplane | | |  |  |  | | |  | | |  |
| AMC2 ORO.FC.240 | Terminology – Methodology - ODR Tables - Difference Levels | | |  |  |  | | |  | | |  |
| ***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 other-than-complex motor-powered helicopters, single-engined, with 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 | | |  |  |  | | |  | | |  |
| **Flight and duty time limitations and rest requirements** | | | | | | | | | | | |  |
| **Operatori Linea, Helitaxi, Charter**  [*Doc. 41/23100/M*](https://www.enac.gov.it/sicurezza-aerea/operazioni-di-volo/flight-time-limitations-ftl/applicabilita) | | | |  |  |  | | |  | | |  |
| **Operatori HEMS, HOFO**  [*Regolamento ENAC sull'impiego, sui limiti dei tempi di volo e di servizio e requisiti di riposo per l'equipaggio di condotta degli elicotteri adibiti al trasporto aereo di passeggeri per collegamenti con piattaforme petrolifere, per servizio medico di emergenza e per attività di ricerca e soccorso in montagna*](https://www.enac.gov.it/la-normativa/normativa-enac/regolamenti/regolamenti-ad-hoc/regolamento-sul-personale-di-condotta-degli-elicotteri) | | | |  |  |  | | |  | | | ✓ |
| **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.130 | Rotor engagement — helicopters | | |  |  |  | | |  | | |  |
| 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.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.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 | | |  |
| AMC2 CAT.OP.MPA.110 | Take-Off Operations — HELICOPTERS | | |  |  |  | | |  | | |  |
| AMC3 CAT.OP.MPA.110 | NPA, APV, CAT I OPERATIONS | | |  |  |  | | |  | | |  |
| AMC6 CAT.OP.MPA.110 | Determination of RVR/CMV/VIS MINIMA FOR NPA, APV, CAT I — HELICOPTERS | | |  |  |  | | |  | | |  |
| AMC8 CAT.OP.MPA.110 | Onshore Circling Operations — HELICOPTERS | | |  |  |  | | |  | | |  |
| 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.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.131 (a), (b) | Noise abatement procedures - HELICOPTERS | | |  |  |  | | |  | | |  |
| CAT.OP.MPA.135 (a) to (c) | Routes and areas of operation - general | | |  |  |  | | |  | | |  |
| CAT.OP.MPA.137 | Routes and areas of operation - HELICOPTERS | | |  |  |  | | |  | | |  |
| 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 | | | ✓ |
| AMC3 CAT.OP.MPA.150(b) | Planning Criteria — HELICOPTERS | | |  |  |  | | |  | | |  |
| CAT.OP.MPA.151 (b) | Fuel policy – alleviations for helicopters with an MCTOM of 3 175 kg or less | | |  |  |  | | | 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 | | |  |  |  | | |  | | |  |
| AMC1 CAT.OP.MPA.175(a) | Operational Flight Plan — Non Complex Motor-Powered Aircraft | | |  |  |  | | |  | | |  |
| CAT.OP.MPA.177 (a) & (b) | Submission of the ATS flight plan | | |  |  |  | | | from 30 October 2022 | | |  |
| CAT.OP.MPA.181 (a) to (d) | Selection of aerodromes and operaing sites - HELICOPTERS | | |  |  |  | | | until 29 October 2022 | | |  |
| CAT.OP.MPA.182 | Destination aerodromes- instrument approach operations | | |  |  |  | | | until 29 October 2022 | | |  |
| AMC1 CAT.OP.MPA.182 | PBN Operations | | |  |  |  | | |  | | |  |
| CAT.OP.MPA.186 (a) to (b) | Planning minima for IFR flights - HELICOPERS | | |  |  |  | | | until 29 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.190 (a) to (c) | Fuel/energy scheme – HELICOPERS | | |  |  |  | | | from 30 October 2022 | | | ✓ |
| CAT.OP.MPA.191(a) to (e) | Fuel/energy scheme – fuel/energy planning and in-flight re-planning policy – HELICOPTERS | | |  |  |  | | | from 30 October 2022 | | |  |
| CAT.OP.MPA.192(a) to (d) | Selection of aerodromes and operating sites – HELICOPTERS | | |  |  |  | | | from 30 October 2022 | | |  |
| CAT.OP.MPA.195 (a) | Fuel/energy scheme – in-flight fuel/energy management policy - HELICOPTERS | | |  |  |  | | | from 30 October 2022 | | |  |
| (b) | Monitor the amount of usable fuel/energy remaining | | |  |  |  | | | from 30 October 2022 | | |  |
| (c) | MINIMUM FUEL | | |  |  |  | | | from 30 October 2022 | | |  |
| (d) | Fuel/energy EMERGENCY | | |  |  |  | | | from 30 October 2022 | | |  |
| 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/HELICOPTERS | | |  |  |  | | |  | | |  |
| CAT.OP.MPA.200 | Special refuelling or defuelling of the aircraft | | |  |  |  | | | until 29 October 2022 | | |  |
| CAT.OP.MPA.200 (a), (b), (d) | Special refuelling or defuelling of the aircraft | | |  |  |  | | | from 30 October 2022 | | | ✓ |
| 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.216 | Use of headset - HELCOPTERS | | |  |  |  | | |  | | |  |
| 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.235 | Life-jackets — HELICOPTERS | | |  |  |  | | |  | | |  |
| 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.247 (a), (b) | Meteorological conditions - HELICOPTERS | | |  |  |  | | | until 29 October 2022 | | |  |
| CAT.OP.MPA.247 (a), (b) | Meteorological conditions - HELICOPTERS | | |  |  |  | | | 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 | | |  |  |  | | |  | | |  |
| AMC2 CAT.OP.MPA.255 | Flight In Expected Or Actual Icing Conditions — HELICOPTERS | | |  |  |  | | |  | | |  |
| 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.281 (a), (c) | In-flight fuel management - HELICOPTERS | | |  |  |  | | | until 29 October 2022 | | |  |
| AMC1 CAT.OP.MPA.281 | Complex Motor-Powered Helicopters, Other Than Local Operations | | |  |  |  | | |  | | |  |
| 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 | | |  |  |  | | | from 30 October 2022 | | |  |
| CAT.OP.MPA.301 (a)(b) | Approach and landing conditions - HELICOPTERS | | |  |  |  | | | until 29 October 2022 | | |  |
| AMC1 CAT.OP.MPA.301 | In-flight determination of the condition of the FATO | | |  |  |  | | |  | | |  |
| CAT.OP.MPA.305 (a) to (f) | Commencement and continuation of approach | | |  |  |  | | |  | | |  |
| 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.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.315 | Flight hours reporting – HELICOPTERS | | |  |  |  | | |  | | | ✓ |
| **Part CAT - Subpart C - Performance and Operating Limitations (POL)** | | | | | | | | | | | |  |
| **Section 2 - Helicopters (H)** | | | | | | | | | | | |  |
| **Chapter 1 - General Requirements** | | | | | | | | | | | |  |
| CAT.POL.H.100 (a) to (d) | Applicability | | |  |  |  | | |  | | |  |
| CAT.POL.H.105 (a) to (c) | General | | |  |  |  | | |  | | |  |
| CAT.POL.H.110 (a) to (c) | Obstacle accountability | | |  |  |  | | |  | | |  |
| **Chapter 2 - Performance Class 1**  *(Operation that,in the event of failure of the critical engine, the helicopter is able to land within the rejected take-off distance available or safely continue the flight to an appropriate landing area, depending on when the failure occurs)* | | | | | | | | | | | | |
| CAT.POL.A.200 | General | | |  |  |  | | |  | | |  |
| CAT.POL.A.205 (a) to (e) | Take-off | | |  |  |  | | |  | | |  |
| AMC1 CAT.POL. H.205(b)(4) | The application of TODRH | | |  |  |  | | |  | | |  |
| AMC1 CAT.POL.H.205(e) | Obstacle Clearance In The Backup Area | | |  |  |  | | |  | | |  |
| AMC1 CAT.POL.H.205 & CAT.POL.H.220 | Application for alternative take-off and landing procedures | | |  |  |  | | |  | | |  |
| CAT.POL.H.210 (a) to (c) | Take-off flight path | | |  |  |  | | |  | | |  |
| CAT.POL.H.215 (a) to (c) | En-route – critical engine inoperative | | |  |  |  | | |  | | |  |
| CAT.POL.A.220 (a) to (e) | Landing | | |  |  |  | | |  | | |  |
| CAT.POL.H.225 | Helicopter operations to/from a public interest site | | |  |  |  | | |  | | | ✓ |
| AMC1 CAT.POL.H.225(a)(5) | Helicopter Mass Limitation | | |  |  |  | | |  | | |  |
| **Chapter 3 - Performance Class 2**  *(Operation that, in the event of failure of the critical engine, performance is available to enable the helicopter to safely continue the flight, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required)* | | | | | | | | | | | | |
| CAT.POL.H.300 | General | | |  |  |  | | |  | | |  |
| CAT.POL.H.305 (a) (b) | Operations without an assured safe forced landing capability | | |  |  |  | | |  | | | ✓ |
| AMC1 CAT.POL.H.305(a) | Validity of the risk assessment | | |  |  |  | | |  | | |  |
| AMC1 CAT.POL.H.305(b) | Engine reliability statistics | | |  |  |  | | |  | | |  |
| AMC2 CAT.POL.H.305(b) | Implementation of the set of conditions | | |  |  |  | | |  | | |  |
| CAT.POL.H.310 (a) to (e) | Take-off | | |  |  |  | | |  | | |  |
| AMC1 CAT.POL.H.310(c)(2) and CAT.POL.H.325(c)(2) | FACTORS | | |  |  |  | | |  | | |  |
| CAT.POL.H.315 | Take-off flight path | | |  |  |  | | |  | | |  |
| CAT.POL.H.320 | En-route – critical engine inoperative | | |  |  |  | | |  | | |  |
| CAT.POL.H.325 | Landing | | |  |  |  | | |  | | |  |
| **Chapter 4 - Performance Class 3**  *(operation that, in the event of an engine failure at any time during the flight, a forced landing may be required in a multi-engined helicopter and will be required in a single-engined helicopter)* | | | | | | | | | | | |  |
| CAT.POL.H.400 (a) to (d) | General | | |  |  |  | | |  | | |  |
| CAT.POL.H.405 (a) (b) | Take-off | | |  |  |  | | |  | | |  |
| CAT.POL.H.410 (a) (b) | En-route | | |  |  |  | | |  | | |  |
| CAT.POL.A.415 (a) (b) | Landing | | |  |  |  | | |  | | |  |
| CAT.POL.A.420 (a) to (c) | Helicopter operations over a hostile environment located outside a congested area | | |  |  |  | | |  | | | ✓ |
| AMC1 CAT.POL.H.420 | Safety Risk Assessment | | |  |  |  | | |  | | |  |
| **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 | | |  |  |  | | |  | | |  |
| 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 2 - Helicopters (H)** | | | | | | | | | | | | |
| CAT.IDE.H.100 (a) to (e) | Instruments and equipment – general | | |  |  |  | | |  | | |  |
| CAT.IDE.H.105 (a), (b) | Minimum equipment for flight | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.105 | Management of the status of certain instruments, equipment or functions | | |  |  |  | | |  | | |  |
| CAT.IDE.A.115 (a), (b) | Operating lights | | |  |  |  | | |  | | |  |
| CAT.IDE.A.125 (a) to (d) | Operations under VFR by day - flight and navigational instruments and associated equipment | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125 & CAT.IDE.H.130 | Integrated instruments | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125(a)(1)(i) & CAT.IDE.H.130(a)(1) | Means of measuring and displaying magnetic heading | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125(a)(1)(ii) & CAT.IDE.H.130(a)(2) | Means of measuring and displaying the time | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125(a)(1)(iii) & CAT.IDE.H.130(b) | Calibration of the means of measuring and displaying pressure altitude | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125(a)(1)(iv) & CAT.IDE.H.130(a)(3) | Calibration of the instrument indicating airspeed | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125(a)(1)(vii) & CAT.IDE.H.130(a)(8) | Means of displaying outside air temperature | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125(b) & CAT.IDE.H.130(h) | Multi-Pilot Operations — Duplicate Instruments | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125(c)(2) & CAT.IDE.H.130(a)(7) | Stabilised Heading | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.125(d) & CAT.IDE.H.130(d) | Means Of Preventing Malfunction Due To Condensation Or Icing | | |  |  |  | | |  | | |  |
| CAT.IDE.H.130 (a) to (j) | Operations under IFR or at night - flight and navigational instruments and associated equipment | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.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.H.130(f)(6) | Illumination of standby means of measuring and displaying attitude | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.130(i) | Chart Holder | | |  |  |  | | |  | | |  |
| CAT.IDE.H.135 | Additional equipment single pilot operation under IFR | | |  |  |  | | |  | | |  |
| CAT.IDE.H.145 | Radio altimeters | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.145 | Audio Warning Device | | |  |  |  | | |  | | |  |
| AMC2 CAT.IDE.H.145 | Radio Altimeter Display | | |  |  |  | | |  | | |  |
| CAT.IDE.H.160 | Airborne weather detecting equipment | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.160 | General | | |  |  |  | | |  | | |  |
| CAT.IDE.H.165 (a), (b) | Additional equipment for operations in icing conditions at night | | |  |  |  | | |  | | |  |
| CAT.IDE.H.170 | Flight crew interphone system | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.170 | Type Of Flight Crew Interphone | | |  |  |  | | |  | | |  |
| CAT.IDE.H.175 | Crew member interphone system | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.175 | Specifications | | |  |  |  | | |  | | |  |
| CAT.IDE.H.180 | Public address system | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.180 | Specifications | | |  |  |  | | |  | | |  |
| CAT.IDE.H.185 (a) to (g) | Cockpit voice recorder | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.185 | Operational Performance Requirements | | |  |  |  | | |  | | |  |
| CAT.IDE.H.190 (a) to (e) | Flight data recorder | | |  |  |  | | |  | | |  |
| AMC1.1 CAT.IDE.H.190 | OPERATIONAL PERFORMANCE REQUIREMENTS FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 JANUARY 2016 AND BEFORE 1 JANUARY 2023 | | |  |  |  | | |  | | |  |
| AMC1.2 CAT.IDE.H.190 | OPERATIONAL PERFORMANCE REQUIREMENTS FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL CofA ON OR AFTER 1 JANUARY 2023 | | |  |  |  | | |  | | |  |
| AMC2 CAT.IDE.H.190 | LIST OF PARAMETERS TO BE RECORDED FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 AUGUST 1999 AND BEFORE 1 JANUARY 2016 AND HELICOPTERS HAVING AN MCTOM OF MORE THAN 7 000 KG OR AN MOPSC OF MORE THAN 9 AND FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 JANUARY 1989 AND BEFORE 1 AUGUST 1999 | | |  |  |  | | |  | | |  |
| AMC3 CAT.IDE.H.190 | PERFORMANCE SPECIFICATIONS FOR THE PARAMETERS TO BE RECORDED FOR HELICOPTERS HAVING AN MCTOM OF MORE THAN 3 175 KG AND FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 AUGUST 1999 AND BEFORE 1 JANUARY 2016 AND HELICOPTERS HAVING AN MCTOM OF MORE THAN 7 000 KG OR AN MOPSC OF MORE THAN 9 AND FIRST ISSUED WITH AN INDIVIDUAL COFA ON OR AFTER 1 JANUARY 1989 AND BEFORE 1 AUGUST 1999 | | |  |  |  | | |  | | |  |
| CAT.IDE.H.191(a) to (e) | Lightweight flight recorder | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.191 | Operational Performance Requirements | | |  |  |  | | |  | | |  |
| CAT.IDE.H.195 (a) to (e) | Data link recording | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.195 | General | | |  |  |  | | |  | | |  |
| CAT.IDE.H.200 | Flight data and cockpit voice combination recorder | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.200 | General | | |  |  |  | | |  | | |  |
| CAT.IDE.H.205 (a), (b) | Seats, seat safety belts, restraint systems and child restraint devices | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.205 | Child Restraint Devices (CRDs) | | |  |  |  | | |  | | |  |
| AMC2 CAT.IDE.H.205 | Upper Torso Restraint System | | |  |  |  | | |  | | |  |
| AMC3 CAT.IDE.H.205 | Seats For Minimum Required Cabin Crew | | |  |  |  | | |  | | |  |
| CAT.IDE.H.210 | Fasten seat belt and no-smoking signs | | |  |  |  | | |  | | |  |
| CAT.IDE.H.220 (a) to (b) | First-aid kit | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.220 | Content of FIRST-AID KITS | | |  |  |  | | |  | | |  |
| AMC2 CAT.IDE.H.220 | Maintenance of FIRST-AID KITS | | |  |  |  | | |  | | |  |
| CAT.IDE.H.240 | Supplemental oxygen - non-pressurised helicopters | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.240 | Determination Of Oxygen | | |  |  |  | | |  | | |  |
| CAT.IDE.H.250 (a) to (e) | Hand fire extinguishers | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.250 | Number, Location And Type | | |  |  |  | | |  | | |  |
| CAT.IDE.H.260 | Marking of break-in points | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.260 | Markings — Colour And Corners | | |  |  |  | | |  | | |  |
| CAT.IDE.H.270 | Megaphones | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.270 | Location of megaphones | | |  |  |  | | |  | | |  |
| CAT.IDE.H.275 (a) (b) | Emergency lighting and marking | | |  |  |  | | |  | | |  |
| CAT.IDE.H.280 (a) (b) | Emergency locator transmitter (ELT) | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.280 | Batteries | | |  |  |  | | |  | | |  |
| AMC2 CAT.IDE.H.280 | Types of ELTs And General Technical Specifications | | |  |  |  | | |  | | |  |
| CAT.IDE.H.290 (a) (b) | Life-jackets | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.290 | Accessibility | | |  |  |  | | |  | | |  |
| AMC2 CAT.IDE.H.290(b) | Electric illumination | | |  |  |  | | |  | | |  |
| CAT.IDE.H.295 | Crew survival suits | | |  |  |  | | |  | | |  |
| CAT.IDE.H.300 | Life-rafts, survival ELTs and survival equipment on extended overwater flights | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.300 | Life-rafts and equipment for making distress signals – HELICOPTERS | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.300(b)(3) & CAT.IDE.H.305(b) | SURVIVAL ELT | | |  |  |  | | |  | | |  |
| CAT.IDE.A.305 (a) to (b) | Survival equipment | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.305 | Additional Survival Equipment | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.300(b)(3) & CAT.IDE.H.305(b) | Survival ELT | | |  |  |  | | |  | | |  |
| CAT.IDE.H.315 (a) (b) | Helicopters certified for operating on water – miscellaneous equipment | | |  |  |  | | |  | | |  |
| CAT.IDE.H.320 (a) (b) | All helicopters on flights over water – ditching | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.320 (b) | General | | |  |  |  | | |  | | |  |
| CAT.IDE.H.325 | Headset | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.325 | General | | |  |  |  | | |  | | |  |
| CAT.IDE.H.330 (a), (b) | Radio communication equipment | | |  |  |  | | |  | | |  |
| CAT.IDE.H.335 | Audio selector panel | | |  |  |  | | |  | | |  |
| CAT.IDE.H.340 | Radio equipment for operations under VFR over routes navigated by reference to visual landmarks | | |  |  |  | | |  | | |  |
| CAT.IDE.H.345 (a) to (e) | Communication, navigation and surveillance equipment for operations under IFR or under VFR over routes not navigated by reference to visual landmarks’ | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.345 | Two independent means of communication | | |  |  |  | | |  | | |  |
| AMC2 CAT.IDE.H.345 | Acceptable number and type of communication and navigation equipment | | |  |  |  | | |  | | |  |
| AMC3 CAT.IDE.H.345 | Failure of a single unit | | |  |  |  | | |  | | |  |
| CAT.IDE.H.350 | Transponder | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.350 | SSR transponder | | |  |  |  | | |  | | |  |
| CAT.IDE.H.355 (a) to (c) | Management of aeronautical database | | |  |  |  | | |  | | |  |
| AMC1 CAT.IDE.H.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 | | |  |  |  | | | ( | | | ✓ |
| 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 E - Low Visibility Operations (LVO)** | | | | | | | | | | | |  |
| **COMPLIANCE CHECKLIST SPA.LVO** | | | | | | | | | | | | |
| **Part SPA - Subpart G - Transport of Dangerous Goods (DG)** | | | | | | | | | | | |  |
| **COMPLIANCE CHECKLIST SPA.DG** | | | | | | | | | | | | |
| **Part SPA - Subpart H - Helicopter Operations With Night Vision Imaging Systems (NVIS)** | | | | | | | | | | | |  |
| **COMPLIANCE CHECKLIST SPA.NVIS** | | | | | | | | | | | | |
| **Part SPA - Subpart I - Helicopter Hoist Operations (HHO)** | | | | | | | | | | | |  |
| **COMPLIANCE CHECKLIST SPA.HHO** | | | | | | | | | | | | |
| **Part SPA - Subpart J - Helicopter Emergency Medical Services (HEMS)** | | | | | | | | | | | |  |
| **COMPLIANCE CHECKLIST SPA.HEMS** | | | | | | | | | | | | |
| **Part SPA - Subpart K– Helicopter Off Shore Operations (HOFO)** | | | | | | | | | | | |  |
| **COMPLIANCE CHECKLIST SPA.HOFO** | | | | | | | | | | | | |
| **Part SPA - Subpart M – Electronic Flight Bag (EFB)** | | | | | | | | | | | |  |
| **COMPLIANCE CHECKLIST SPA.EFB** | | | | | | | | | | | | |
| **Part SPA - Subpart N - Helicopter Point-In-Space Approaches And Departures With Reduced Vfr Minima (PINS-VFR)** | | | | | | | | | | | |  |
| **COMPLIANCE CHECKLIST SPA.PINS-VFR *(from 30/10/2022*)** | | | | | | | | | | | | |
| **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 \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** | | | | |  |
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