SAFA DETAILED CHECKLIST

Appendix 3B

International General Aviation Aeroplanes

Primarily containing references to ICAO annex 6 part II

Scope

The Standards and Recommended Practices contained in Annex 6, Part II shall be applicable to international general aviation operations with aeroplanes

Definitions

General aviation operation.
An aircraft operation other than a commercial air transport operation or an aerial work operation.

Aeroplane.
A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

A. Flight Deck

A1. General Condition

Instructions:
Check cleanliness, tidiness and general condition.
Check for inappropriately pulled Circuit Breakers, stowage of baggage and serviceability of crew seats.

A2. Emergency Exit

Instructions:
Check if in compliance with the requirements.
Check serviceability and accessibility of exits, if installed, and when ropes are installed check they are secured.

References:
Annex 6 part II, chapter 4 Flight Preparation And In-Flight Procedures

4.3 Briefing
4.3.1 The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of:
a) seat belts; and, as appropriate,
b) emergency exits;

Annex 8 Part III Large Aeroplanes
Part IIIA Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.

Ch. 4.1.7 - Emergency landing provisions
4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.
4.1.7.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.

Part IIIB Aeroplanes over 5700 KG for which application for certification was submitted on or after 02. March 2004

Sub-Part D.6 Emergency landing provisions

D.6.2 as Part IIIA 4.1.7.2 with the addition “and shall be shown to be suitable for the intended purpose”.

D.6.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits, shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.

A3. Equipment

Instructions:
(a) GPWS
Check for the presence and proper functioning of the equipment.
Request an aural warning test when applicable.
Verify that the installed GPWS has a forward looking terrain avoidance function. (Note: some CIS-built aircraft are equipped with GPWS systems that do not fulfil the ICAO requirements). There are 3 (SSOS) and 5 (SPPZ) -channel (or “modes”) versions. Only the 7-channel (SRPBZ) with forward looking terrain avoidance function meets the ICAO Annex 6, Part II, Chapter 6.9 requirement.)

(b) TCAS/ACAS II (if applicable)
Check for the presence of the equipment.
Check that the system test is passed.
Note: To meet the requirement a TCAS II Version 7 (RTCA DO-185A) shall be installed. In addition a Mode S transponder compatible with ACAS II shall be installed.

(c) 8.33 kHz
Check that radio equipment is 8.33 kHz channel spacing capable. This can be checked by requesting to select an 8.33 kHz channel, for example, 132.055 kHz on the radio control panel. The panel should normally show 6 digits – however some radio

control panels may omit the leading "1" and display only 5 digits, e.g. 32.055. Check that the letter Y is inserted in field 10 of the flight plan.
The carriage of 8.33 kHz channel spacing capable radio equipment is mandatory for operations in the specified ICAO EUR region for flights above FL 245. The following States have implemented 8.33kHz channel spacing operations: Austria, Belgium, Bosnia & Herzegovina, Croatia, Czech Republic, Denmark, Estonia (due October 2003), Finland, France, FYROM, Germany, Hungary, Ireland, Italy, Latvia (due October 2003), Lithuania (due October 2003), Luxembourg, Netherlands, Norway, Poland, Portugal, Serbia & Montenegro, Slovak Republic, Romania, Slovenia, Spain, Sweden, United Kingdom and Switzerland.

(d) RNAV
Check that State of Operator has authorised the airline to perform operations in RNAV airspace, relevant to its flight operations Verify that operations manual. Includes a list of the navigational equipment to be carried for operations in RNP/RNAV airspace

(e) RVSM
Check that State of Operator (or Registry) has authorised the airline for operations in a RVSM airspace.

Check that when the letter W is inserted in field 10 of the flight plan, installed equipment meets applicable requirements.

Reference
Annex 6 part II, chapter 7. Aeroplane Communication And Navigation Equipment

7.2 Navigation equipment
7.2.1 An aeroplane shall be provided with navigation equipment which will enable it to proceed:
a) in accordance with the flight plan; and
b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under the visual flight rules is accomplished by visual reference to landmarks at least every 110 km (60 NM).
7.2.2 For flights in defined portions of airspace or on routes where an RNP type has been prescribed, an aeroplane shall, in addition to the requirements specified in 7.2.1:
a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed RNP type(s); and
b) be authorized by the State of Registry for operations in such airspace.

Annex 6 part II, chapter 4. Flight preparation and in-flight procedures

4.2 Aerodrome operating minima
The pilot-in-command shall not operate to or from an aerodrome using operating minima lower than those which may be established for that aerodrome by the State in which it is located, except with the specific approval of that State.
Note.— It is the practice in some States to declare, for flight planning purposes, higher minima for an aerodrome when nominated as an alternate, than for the same aerodrome when planned as that of intended landing.

Note.— The requirements for flight plans are contained in Annex 2 — Rules of the Air *and* Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services *(PANS-RAC, Doc 4444).*

(a) GPWS

Annex 6 Part II Ch. 6.9 - Aeroplanes required to be equipped with ground proximity warning systems (GPWS)

6.9.1 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers, for which the individual certificate of airworthiness is first issued on or after 1 January 2004, shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.

6.9.2 From 1 January 2007, all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers, shall be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.

6.9.5 A ground proximity warning system shall provide automatically a timely and distinctive warning to the flight crew when the aeroplane is in potentially hazardous proximity to the earth's surface.

6.9.6 Aground proximity warning system shall provide, as a minimum, warnings of at least the following

circumstances:

a) excessive descent rate;

b) excessive altitude loss after take-off or go-around; and

c) unsafe terrain clearance.

(b) TCAS/ACAS II

ICAO Regional Supplementary Procedures Doc. 7030/4 (EUR/RAC-5) Part 1
Ch. 20 – Use of Airborne Collision Avoidance System (ACAS)

20.1 Carriage and operation of ACAS II

20.1.1 ACAS II shall be carried and operated in the EUR (European) Region (including FIR Canarias) by all aircraft that meet the following criteria:

a) With effect from 1 January 2000, all civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 15 000 kg or a maximum approved passenger seating configuration of more than 30.

b) With effect from 1 January 2005, all civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5700 kg or a maximum approved passenger seating configuration of more than 19.

Annex 6 Part II Ch. 6 Aeroplane Instruments, Equipment and Flight Documents

6.14 Aeroplanes required to be equipped with an airborne collision avoidance system (ACAS 11)
6.14.2 All turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15 000 kg, or authorized to carry more than 30 passengers, for which the individual airworthiness certificate is first issued after 1 January 2007, shall be equipped with an airborne collision avoidance system (ACAS II).

Note: Procedures for the operation of ACAS are contained in PANS-OPS (Doc 8168), Volume I, Part VIII, Ch. 3, and in PANS-ATM (Doc 4444), Chapters 12 and 15.

(c) 8.33 kHz

ICAO Regional Supplementary Procedures Doc. 7030/4 (EUR/RAC-5) Part 1
Ch. 4 Air-Ground Communications and In-Flight Reporting

4.1 Mandatory carriage of 8.33 kHz channel spacing capable radio equipment

4.1.1 All aircraft operating above FL 245 in the European region shall be equipped with 8.33 kHz channel spacing capable radio equipment. All aircraft operating above FL 195 in France upper flight information region shall be equipped with 8.33 kHz channel spacing capable radio equipment

4.1.2 Exemptions may be granted by states concerned for certain types of aircraft operation and for certain areas of operation.

Note: All exemptions granted by states, including the extent to which aircraft from other states can be exempted, should be specified in States' AIPs.

3.3 Indication in the flight plan of 8.33 kHz channel spacing capable radio equipment
3.3.1 For flights conducted wholly or partly in the volume of airspace specified in 4.1.1, in addition to the letter S and/or any other letters, as appropriate, the letter Y shall be inserted in field 10 of the flight plan for aircraft equipped with 8.33 kHz channel spacing capable radio equipment, or the indicator STS/EXM833 shall be included in the field 18 for aircraft not equipped but which have been granted exemption from the mandatory carriage requirement. Aircraft normally capable of operating above FL 245/FL 195 but planning to fly below these levels shall include the letter Y as specified above.

Note: In the case of "STS/EXM833", a list of exemptions will have to be published in the States' AIPs. The absence of the above letter/indicator shall be taken as a lack of 8.33 kHz capable equipment.

3.3.2 In case of a change in the 8.33 kHz capability status for a flight planned to operate in the area specified in 4.1.1, a modification message shall be sent with the appropriate indicator inserted in the relevant field.
3.3.3 All flights subject to RPL are assumed to be 8.33kHz equipped. When a flight is not equipped with 8.33kHz capability, a change message for the day of operation shall be sent not earlier than 20 hours before the estimated off-block time.

Annex 10 Volume 5 Ch. 4 Utilization Of Frequencies Above 30 MHz

4.1 Utilization in the band 117.975 - 137 MHz

4.1.2 Frequency separation and limits of assignable frequencies

Note.--In the following text the channel spacing for 8.33 kHz channel assignments is defined as 25 kHz divided by 3 which is 8.333 ... kHz.

4.1.2.1 The minimum separation between assignable frequencies in the Aeronautical Mobile (R) Service shall be 8.33 kHz.

Note: It is recognized that in some regions or areas, 100 kHz, 50 kHz or 25 kHz channel spacing provides an adequate number of frequencies suitably related to international and national air services and that equipment designed specifically for 100 kHz, 50 kHz or 25 kHz channel spacing will remain adequate for services operating within such regions or areas. It is further recognized that assignments based on 25 kHz channel spacing as well as 8.33 kHz channel spacing may continue to co-exist within one region or area.

4.1.2.2.1 Requirements for mandatory carriage of equipment specifically designed for 8.33 kHz channel spacing shall be made on the basis of regional air navigation agreements which specify the airspace of operation and the implementation time-scales for the carriage of equipment, including the appropriate lead-time.

Note: No changes will be required to aircraft systems or ground systems operating solely in regions not using 8.33kHz channel spacing.

(d) RNAV (Area Navigation) (if applicable)

Annex 6 Part II Ch. 7 Aeroplane Communication and navigation equipment

7.2 Navigation equipment
7.2.1 An aeroplane shall be provided with navigation equipment which will enable it to proceed:
a) in accordance with its flight plan; and
b) in accordance with the requirements of air traffic services; except when, if not so precluded by the appropriate authority, navigation for flights under the visual flight rules is accomplished by visual reference to landmarks.
7.2.2 For flights in defined portions of airspace or on routes where an RNP type has been prescribed, an aeroplane shall, in addition to the requirements specified in 7.2.1:
a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed RNP type(s); and
b) be authorized by the State of the Registry for operations in such airspace.

Note: Information on RNP and associated procedures, and guidance concerning the approval process, are contained in the Manual on Required Navigation Performance (RNP) *(Doc 9613). This document also contains a comprehensive list of references to other documents produced by States and international bodies concerning navigation systems and RNP.*

7.2.3 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, minimum navigation performance specifications (MNPS) are prescribed, an aeroplane shall be provided with navigation equipment which:
a) continuously provides indications to the flight crew of adherence to or departure from track to the required degree of accuracy at any point along that track; and
b) has been authorized by the State of the Registry for MNPS operations concerned.

Note: The prescribed minimum navigation performance specifications and the procedures governing their application are published in the Regional Supplementary Procedures *(Doc 7030).*

Doc. 7030 EUR Regional Supplementary Procedures
Ch. 18 Procedures for Area Navigation (RNAV) Operations
18.1 Application of RNAV Procedures

18.1.1 Terminal Control Area Operations

18.1.1.1 Except as detailed in 18.1.1.2 and 18.1.1.3 below, only RNAV-equipped aircraft having a lateral track-keeping accuracy of ± 1 NM (2 SD) together with an ability to determine horizontal position to an accuracy sufficient to support the track-keeping requirement, and having appropriate functionality and operational approval, may operate under IFR on RNAV Terminal Area Procedures[1]. Such RNAV equipment is designated hereafter as Precision Area Navigation (P-RNAV).

Note: The functional and operational approval requirements appropriate to P-RNAV are set out in Joint Aviation

Authorities (JAA) Temporary Guidance Leaflet (TGL) No. 10, or equivalent.

([1]In this context Terminal Area Procedures exclude the Final and Missed Approach segments)

18.1.1.2 Aircraft equipped with RNAV equipment having a lateral track-keeping accuracy of ± 5 NM (2 SD) with an ability to determine horizontal position to an accuracy sufficient to support the track-keeping requirement and having appropriate functionality, hereafter designated as Basic Area Navigation
(B-RNAV), may use RNAV (segments) of arrival and departure routes where these meet the following criteria:

a) the B-RNAV portion of the route must be:

1) above the appropriate Minimum Flight Altitude (MFA) (e.g.: Minimum Radar Vectoring Altitude (MRVA), Minimum Sector Altitude (MSA), etc.); and

2) it must be in accordance with established PANS-OPS criteria for en-route operations; and

3) it must conform to B-RNAV en-route design principles;

Note – Minimum Flight Altitude, see Annex 11, 2.21.

b) the departure procedures must be conventional (non-RNAV) up to a conventional fix (or a minimum altitude). Beyond that fix (or minimum altitude) a B-RNAV procedure can be provided in accordance with the criteria in (a) above; and

c) the B-RNAV portion of an arrival route must terminate at a conventional fix in accordance with the criteria given above. Beyond that fix, the arrival shall be completed by a conventional (non RNAV) procedure, or by the provision of radar vectors; and

d) due regard must have been taken of those operating procedures of the users that may affect system performance. Examples include, but are not limited to, initial position fixing on runway, minimum automatic flight control system (AFCS) engagement altitudes; and

e) arrival and departure procedures, which can be flown by B-RNAV equipment, shall be identified explicitly as approved for application of B-RNAV.

Note: To meet the requirements of B-RNAV, aircraft need to be approved in accordance with JAA ACJ 20X4 (previously known as TGL no. 2, rev. 1), or equivalent.

18.1.1.3 Aircraft equipped with GNSS-based RNAV equipment may be used only on RNAV Area Procedures designated for GNSS and where it is identified that P-RNAV approval is not required to operate on the procedure.

Note.— To meet the requirement of GNSS based RNAV, aircraft need to be approved in accordance with JAA ACJ 20X5 (previously known as TGL no. 3, rev. 1), or equivalent.

18.1.2 En-route operations

18.1.2.1 Only aircraft approved for B-RNAV operations may plan for operations under IFR on the ATS routes of the flight information regions/upper flight information regions (FIRs/UIRs) identified in 18.2.2. Aircraft not equipped with RNAV but having a navigation accuracy meeting RNP 5 will be restricted to operations on ATS routes which States may designate within their lower airspace in accordance with 18.1.2.2.

18.1.2.2 For the period until at least 2005 or until such time as VHF omnidirectional radio range (VOR) facilities cease to be available, the carriage of a single RNAV system not meeting an average continuity of service of 99.99 per cent of flight time may be approved for B-RNAV operations if the aircraft is also carrying VOR and DME equipment.

Note: States may designate domestic routes within their lower airspace to be available for aircraft not fitted with RNAV equipment but having a navigation accuracy meeting RNP 5.

18.2 Area of applicability

18.2.1 The provisions in respect of P-RNAV shall be applied whenever RNAV Terminal Area procedures, excluding the final

and missed approach segments, are used.

Note: The carriage of P-RNAV equipment has not yet been mandated in the EUR Region.

18.2.2 The above provisions in respect of en-route operations shall apply to all such operations conducted under IFR on the entire ATS route network as notified by the appropriate authorities in the following FIRs/UIRs:

Amsterdam, Ankara, Athinai, Barcelona, Berlin, Bodø, Bordeaux, Bratislava, Bremen, Brest, Brindisi, Bruxelles, Bucuresti, Budapest, Canarias (AFI area of applicability), Casablanca, Chisinau, Düsseldorf, France, Frankfurt, Hannover, Istanbul, Kharkiv, København, Kyiv, Lisboa, Ljubljana, London, L'viv, Madrid, Malta, Marseille, Milano, München, Nicosia, Odessa, Oslo, Paris, Praha, Reims, Rhein, Riga, Roma, Rovaniemi, Scottish, Shannon, Simferopol', Skopje, Sofia, Stavanger, , Sweden, Switzerland, Tallinn, Tampere, Tbilisi, Tirana, Trondheim, Varna, Vilnius, Warszawa, Wien, Yerevan, Zagreb.

18.3 Means of compliance

18.3.1 Conformance to the navigation requirement shall be verified by the State of Registry or the State of Operator as appropriate.

Note: Guidance material concerning navigation requirements associated with B-RNAV operations is contained in *JAA ACJ 20X4 and for P-RNAV in JAA Temporary Guidance Leaflet No. 10.*

18.5 Flight planning

18.5.1 Operators of aircraft approved for B-RNAV operations, as set out in 18.1.1.2 above, shall insert the designator “R” in Item 10 of the flight plan.

18.5.2 In addition to the requirement of 18.5.1 above, operators of aircraft approved for P-RNAV operations, as set out in 18.1.1.1, shall, in addition to the designator "R", also insert the designator "P" in Item 10 of the flight plan.

Note: The attention of operators is drawn to 3.1.1.2 in respect of requirements for the filing of equipment information in RPLs

18.5.3 *Instructions for completion of the flight plan*
(A2 - 3.3; P-ATM, Ch. 4, Section 4 and Appendix 2 - 2.2)

18.5.3.1 Where a failure or degradation results in the aircraft being unable to meet the P-RNAV functionality and accuracy requirements of paragraph 18.1.1.1 before departure, the operator of the aircraft shall not insert the designator "P" in Item 10 of the flight plan. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on a repetitive flight plan (RPL), the RPL shall be cancelled, and an appropriate new flight plan shall be submitted.

18.5.3.2 In addition, where a failure or degradation results in the aircraft being unable to meet the B-RNAV functionality and accuracy requirements of paragraph 18.1.1.2 before departure, the operator of the aircraft shall not insert the designators "S" or "R" or "P" in Item 10 of the flight plan. Since such flights require special handling by ATC, Item 18 of the flight plan shall contain STS/RNAVINOP. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on an RPL, the RPL shall be cancelled, and an appropriate new flight plan shall be submitted.

18.7 Procedures for operation on RNAV routes

18.7.1 Correct operation of the aircraft RNAV system shall be established before joining and during operation on an RNAV route. This shall include confirmation that:

a) the routing is in accordance with the clearance; and

b) the RNAV navigation accuracy of the aircraft meets the navigation accuracy requirements of the RNAV route and arrival or departure procedure, as applicable.

18.7.2 When an aircraft cannot meet the requirements as specified in either 18.1.1.1 or 18.1.1.2, as required by the RNAV route or procedure, as a result of a failure or degradation of the RNAV system, a revised clearance shall be requested by the pilot.

Note: See paragraph 18.8.1 for relevant RTF Phraseology

18.7.3 Subsequent ATC action in respect of an aircraft that cannot meet the requirements as specified in either 18.1.1.1 or 18.1.1.2, due to a failure or degradation of the RNAV system, will be dependent upon the nature of the reported failure and the overall traffic situation. Continued operation in accordance with the current ATC clearance may be possible in many situations. When this cannot be achieved, a revised clearance, as specified in 18.8, may be required to revert to VOR/DME navigation.

18.7.4 For operation on RNAV arrival and departure routes, where clearance is given by ATC for an RNAV procedure for which the aircraft is not approved, the pilot is to advise ATC who will then seek to provide an alternative routing.

Note: See paragraph 18.8.1 for relevant RTF Phraseology

18.7.5 If an aircraft cannot meet the requirements as specified in 18.1.1.2 due to a failure or degradation of the RNAV system that is detected before departure from an aerodrome where it is not practicable to effect a repair, the aircraft concerned should be permitted to proceed to the nearest suitable aerodrome where the repair can be made. When granting clearance to such aircraft, ATC should take into consideration the existing or anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight. Subsequent adjustments may become necessary during the course of the flight.

(e) RVSM (Reduced Vertical Separation Minimum)

Annex 6 Part II Ch. 7 Aeroplane Communication and navigation equipment
Ch. 7.2 Navigation equipment
7.2 Navigation equipment
7.2.4 For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a vertical separation minimum (VSM) of 300 m (1 000 ft) is applied above FL 290, an aeroplane:
a) shall be provided with equipment which is capable of:
1) indicating to the flight crew the flight level being flown;
2) automatically maintaining a selected flight level;
3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed 90 m (300 ft); and
4) automatically reporting pressure-altitude; and
b) shall be authorized by the State of the Registry for operation in the airspace concerned.

Note: Guidance material relating to aircraft equipment necessary for flight in airspace where a 300 m (1 000 ft) VSM is applied above FL 290 is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 957

Doc. 7030 EUR Regional Supplementary Procedures
2. Reduced Vertical Separation Minimum (RVSM) of 300m (1000 FT)
2.1 Area of applicability
2.1.1 RVSM shall be applicable in that volume of
airspace between FL 290 and FL 410 inclusive in the following flight information regions/upper flight information regions (FIRs/UIRs): Amsterdam, Ankara, Athinai, Barcelona, Beograd, Berlin, Bodø, Bratislava, Bremen, Brest, Brindisi, Bruxelles, Bucuresti, Budapest, Chisinau, Düsseldorf, France, Frankfurt, Hannover, Istanbul, Kaliningrad, Kharkiv, København, Kyiv, Lisboa, Ljubljana, London, L'viv, Madrid, Malmö, Malta, Milano, Minsk, München, Nicosia, Odesa, Oslo, Praha, Rhein, Riga, Roma, Rovaniemi, Sarajevo, Scottish, Shannon, Simferopol, Skopje, Sofia, Stavanger, Stockholm, Sundsvall, Switzerland, Tallinn, Tampere, Tirana, Trondheim, Varna, Vilnius, Warszawa, Wien, Zagreb.
2.1.2 RVSM shall be applicable in either all, or part of, that volume of airspace between FL 290 and FL 410 inclusive in the following FIRs/UIRs: Canaries (AFI Region), Casablanca, Tunis.

2.2 Means of compliance
(A2 - **5.1.1** and Appendix 3; A6, Part I - 4.2, 7.2 and Ch. 3, Note 1; A6, Part **II** - 7.2 and Ch. 3, Note 1; A8 - 8.1)
2.2.1 Except for State aircraft, operators intending to conduct flights within the volume of airspace specified in 2.1 where RVSM is applied shall require an RVSM approval either from the State in which the operator is based or from the State in which the aircraft is registered. To obtain such an RVSM approval, operators shall satisfy
the said State that:
a) aircraft for which the RVSM approval is sought have the vertical navigation performance capability required for RVSM operations through compliance with the criteria of the RVSM minimum aircraft systems performance specifications (MASPS);
b) they have instituted procedures in respect of continued airworthiness (maintenance and repair) practices and programmes; and
c) they have instituted flight crew procedures for operations in the EUR RVSM airspace specified in 2.1.

Note I: An RVSM approval is not restricted to a specific region. Instead, it is valid globally on the understanding that any operating procedures specific to a given region, in this case the EUR Region, should be stated in the operations manual or appropriate crew guidance.

3.5 Indication in the flight plan of RVSM approval status

3.5.1 *Flight planning for RVSM approved aircraft and non-RVSM approved State aircraft*

3.5.1.1 Operators of RVSM approved aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form, regardless of the requested flight level.

3.5.1.3 Operators of RVSM approved aircraft shall also include the letter W in Item Q of the RPL, regardless of the requested flight level. If a change of aircraft operated in accordance with an RPL results in a modification of the RVSM approval status as stated in Item Q, a modification message (CHG) shall be submitted by the operator.

3.5.2 *Flight planning for non-RVSM approved aircraft*

3.5.2.1 Except for operations within the EUR RVSM transition airspace, as specified in 9.1.1, and within airspace designed in accordance with 9.2.1, operators of non-RVSM approved aircraft shall flight plan to operate outside the EUR RVSM airspace.

3.5.2.2 Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome outside the lateral limits of the EUR RVSM airspace to a destination aerodrome within the lateral limits of the EUR RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:
a) the entry point at the lateral limits of the EUR RVSM airspace; and
b) a requested flight level below FL 290 for that portion of the route commencing immediately after the entry point.

3.5.2.3 Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome to a destination aerodrome, both of which are within the lateral limits of the EUR RVSM airspace, shall include in Item 15 of the ICAO flight plan form, a requested flight level below FL 290.

3.5.2.4 Operators of non-RVSM approved aircraft intending to operate from a departure aerodrome within the lateral limits of the EUR RVSM airspace to a destination aerodrome outside the lateral limits of the EUR RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:

a) a requested flight level below FL 290 for that portion of the route within the lateral limits of the EUR RVSM airspace; and

b) the exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the exit point.

8.4 Vertical separation
(Annex 6, Parts **I** and **II** - 7.2.3; A l 1 - 3.3.4; P-ATM, 5.3.2)
8.4.1 Between FL 290 and FL 410 inclusive, within the EUR RVSM airspace, the vertical separation minimum shall be:
a) 300 m (1 *O00* ft) between RVSM approved aircraft;
b) 600 m (2 *O00* ft) between:
1) non-RVSM approved State aircraft and any other aircraft operating within the EUR RVSM airspace;
2) all formation flights of State aircraft and any other aircraft operating within the EUR RVSM airspace; and
3) non-RVSM approved aircraft and any other aircraft operating within the EUR RVSM transition airspace, as specified in 10.1.1, and within airspace designated in accordance with 10.2.1.

Documentation

A4. Manuals

Instructions:
Check for presence of Operations Manual. (Note: flight manual manual including sufficient data on the performance of the aeroplane and on operating limitations.
Check if manuals are up-to-date and approved by the National Aviation Authority (NAA).
Check if their content complies with the requirements.

Note 1:On ex-Soviet built aircraft, flight manual data is often published in a manual called 'Rukowodstwo', or RLE. Considering that the content of "Rukowodstwo" does not include all required data, the presence of such a manual on board as Flight Manual shall be reported as a level 2 finding in the Ramp Inspection Report

Note2 : Annex 6 does require that specific parst of the Operations Manual be approved by the National Authority. However, the Annex does not require that proof of such approval be contained in the manual itself. It is up to each and

every Contracting State to determine how they approve a manual and whether evidence of such approval is required in the manual.

References:
Annex 6 part II, chapter 6. Aeroplane instruments and equipment

6 All aeroplanes on all flights shall carry
6.1.3.1
d) the following manuals, charts and information:
1) the flight manual or other documents or information concerning any operating limitations prescribed for the aeroplane by the certificating authority of the State of Registry, required for the application of Chapter 5;
2) current and suitable charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;

Annex 6 Part II Ch. 6.1.3 Equipment
6.1.3.1 All aeroplanes on all flights.
6.1.3.1.1d) All aeroplanes on all flights shall be equipped with the following manuals, charts and information:

1) the flight manual or other documents or information concerning any operating limitations prescribed for the aeroplane by the certificating authority of the State of Registry, required for the application of Ch. 5

2) current and suitable charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;
3) procedures, as prescribed in Annex 2, for pilots-in-command of intercepted aircraft.

Note: Procedures for the operation of ACAS are contained in Procedures for Air Navigation Services - Aircraft Operations, Volume I - Flight Procedures (PANS-OPS, Doc 8168), Part VIII, Ch. 3, and in Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM, Doc 4444), Ch.s 12 and 15.

A5 Checklists

Instructions:
Check if checklists are available, within reach and recent.
Check if their content is in compliance with the operator procedures. (covering all flight phases; normal, emergency and abnormal procedures)
Verify that the appropriate checklist is used and not a checklist developed for flight simulator or other training purposes.

Note 1: normal, non-normal and emergency checklists are sometimes combined in a "Quick Reference Handbook".

Note 2: According to Annex 6 Part II, checklists are not required in GA. However, checklists can be included in the Flight Manual. In this case it should be checked whether they are available, within reach and up to date.

References:

A6. Radio Navigation Charts

Instructions:
Check if en-route and instrument approach charts are available, within reach and up-to-date.
Check FMS page for validity of database *(when available)*

References:
Annex 6 Part II Ch. 6.1.3 d)2)
d) the following manuals, charts and information:
1) the flight manual or other documents or information concerning any operating limitations prescribed for the aeroplane by the ertificating authority of the State of Registry, required for the application of Chapter 5;
2) current and suitable charts for the route of the proposed flight and all routes along which it is reasonable to expect that the flight may be diverted;

A7. Minimum Equipment List

Instructions:

Check if the MEL is available, up-to-date and approved.
Check if MEL content reflects actual equipment installed on the aircraft. Check if the deferred defects (if any) are in accordance with the MEL instructions.

Note1 : In some instances only an "NAA approved" MMEL is in place, this could be accepted.

Note 2: According to Annex 6 Part II, a MEL is not required in GA. However, a MEL or MMEL can be on board and used. In this case, it has to be approved by State of Registry (MEL) or State of Design (MMEL).

References:

A8. Certificate of registration

Instructions:
Check for presence and accuracy [certified true copies of originals may be acceptable].
Check if its format is in accordance with the requirement.

Information to be included in the CoR are:

- Nationality and/or registration mark
- Manufactor and or manufacturer designation of aircraft
- Aircraft serial number
- Owner name
- Address of owner
- Reference to applicable regulations

References:
Chicago Convention Article 29 - Documents carried in aircraft
Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention.
a) Its certificate of registration;

Annex 7 Ch. 7 – Certificate of Registration
7.1 The certificate of registration, in wording and arrangement, shall be a replica of the following form [see chapter 7 of Annex 7]
7.2 When Certificates of Registration are issued in a language other than English, they shall include an English translation.

Note.- Article 29 of the Convention on International Civil Aviation requires that the Certificate of Registration be carried on board every aircraft engaged in international air navigation.

Annex 7 Ch. 8 – Identification Plate
An aircraft (note: power driven, heavier than air) shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties, and shall be secured to the aircraft in a prominent position near the main entrance, or in the case of an unmanned free balloon affixed conspicuously to the exterior of the payload.
In some cases the registration plate is not easily visible or hidden behind panelling.

A9. Noise certificate or equivalent

Instructions:
Check for presence .

References:
Annex 16 (Environmental Protection) Vol. 1 (Aircraft Noise) Part 1 and 2.
Part II. Aircraft Noise Certification Chapter 1. Administration

Note 1. – The documents attesting noise certification may take the form of a separate Noise Certificate or a suitable statement contained in another document approved by the State of Registry and required by that State to be carried in that aircraft.

1.4 The documents attesting noise certification for an aircraft shall provide at least the following information:
a) State of Registry; nationality and registration marks;
b) manufacturer's serial number;

c) manufacturer's type and model designation; engine type/model; propeller type/model (if applicable);
d) statement of any additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards;
e) the maximum mass at which compliance with the applicable noise certification Standards has been demonstrated. Only one maximum take-off and landing mass pair shall be certificated for each individual aircraft;
f) for aeroplanes for which application for certification of the prototype is submitted on or after 6 October 1977, and for helicopters for which application for certification of the prototype is submitted on or after 1 January 1985: the average noise level(s) at the reference point(s) for which compliance with the applicable Standard has been demonstrated to the satisfaction of the certifying authority;
g) the chapter of Annex 16, Volume I, according to which the aircraft was certificated; and
h) the height above the runway at which thrust/power is reduced following full thrust/power take-off.

1.5 The information required under 1.4 b) through h) shall be included in the flight manual. Concerning 1.4 h), a note shall be added stating that the thrust/power cutback height relates to the noise certification demonstration procedure and is not intended for use in normal operation.

1.6 Contracting States shall recognize as valid a noise certification granted by another Contracting State provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in this Annex.

Annex 6 Part II Ch. 6.8 All aeroplanes complying with the noise certification Standards in Annex 16, Volume I
An aeroplane shall carry a document attesting noise certification.

Note: The attestation may be contained in any document, carried on board, approved by the State of Registry.

*A10. **AOC or equivalent***

In General Aviation usually no AOC is required.

Note1: check –if available- for expiry date

*Note 2 : when there is an AOC on board **but** the information on it is in conflict with the current situation, each SAFA NAA can decide how to pursuit*

*A11. **Radio licence***

Instructions:
Check for presence [certified true copies of originals may be acceptable].

References:
Chicago Convention Article 29 - Documents carried in aircraft
Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention:
e) If it is equipped with radio apparatus, the aircraft radio station license.

Chicago Convention Article 30 - Aircraft radio equipment
a) Aircraft of each contracting State may, in or over the territory of other contracting States, carry radio-transmitting apparatus only if a license to install and operate such apparatus has been issued by the appropriate authorities of the State in which the aircraft is registered.

*A12. **Certificate of Airworthiness (C of A)***

Instructions:
Check that the certificate of Airworthiness of the aircraft is carried on board. [certified true copies of originals may be acceptable .
Check for presence, accuracy and validity.

References:
Chicago Convention Article 29 - Documents carried in aircraft
Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention.
b) Its certificate of airworthiness;

Chicago Convention Article 31 - Certificates of Airworthiness
Every aircraft engaged in international navigation shall be provided with a certificate of airworthiness issued or rendered

valid by the State in which it is registered.

Chicago Convention Article 33 – Recognition of certificates and licenses
Certificates of airworthiness and certificates of competency and licenses issued or rendered valid by the contracting State in which the aircraft is registered, shall be recognized as valid by the other Contracting States, provided that the requirements under which such certificates or licenses were issued or rendered valid are equal to or above the minimum standards which may be established from time to time pursuant to this Convention.

Annex 8 Part II. Procedures for certification and continuing airworthiness
Ch. 3 Certificate of Airworthiness
3.3 Standard form of Certificate of Airworthiness
3.3.1 The Certificate of Airworthiness shall contain the information shown in Figure 1 (see Annex 8 Part II Chapter 3) and shall be generally similar to it.
3.3.2 When Certificates of Airworthiness are issued in a language other than English, they shall include an English translation.

Flight data

A13. Flight preparation

Instructions:
Check whether appropriate flight preparation has been performed.
Check whether all relevant flight preparation documents have been retained.
Check for proper fuel calculation and monitoring.
Check that all meteorological information is available and updated. Check that NOTAMS or pre-flight information bulletins are available and updated.

References:
Annex 2 Ch. 2.3.2 Pre-flight action

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

"Available information" include

1. "Adequacy of operating facilities", see Annex 6 Part II Ch. 4.1
2. "Aerodrome operating minima" see Annex 6 Part II Ch. 4.2
3. "Aeroplane airworthiness and safety precautions" see Annex 6 Part II Ch. 4.4
4. "Destination alternate aerodromes" see Annex 6 Part II Ch. 4.7
5. "oxygen supply" (where applicable), see Annex 6 Part II Ch. 4.9 and Attachment B

Annex 6 Part II Ch. 4.5 "Weather reports and forecasts"

Before commencing a flight the pilot-in-command shall be familiar with all available meteorological information appropriate to the intended flight. Preparation for a flight away from the vicinity of the place of departure, and for every flight under the instrument flight rules, shall include: 1) a study of available current weather reports and forecasts; and 2) the planning of an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.

Note: The requirements for flight plans are contained in Annex 2 - Rules of the Air and Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services *(PANS-RAC, Doc 4444)*.

Annex 6 Part II Ch. 4.6 "Limitations imposed by weather conditions"

4.6.1 Flight in accordance with the visual flight rules

A flight, except one of purely local character in visual meteorological conditions, to be conducted in accordance with the visual flight rules shall not be commenced unless available current meteorological reports, or a combination of

current reports and forecasts, indicate that the meteorological conditions along the route, or that part of the route to be flown under the visual flight rules, will, at the appropriate time, be such as to render compliance with these rules possible.

4.6.2 Flight in accordance with the instrument flight rules

4.6.2.1 *When a destination alternate aerodrome is required.* A flight to be conducted in accordance with the instrument flight rules shall not be commenced unless the available information indicates that conditions, at the aerodrome of intended landing and at least one destination alternate will, at the estimated time of arrival, be at or above the aerodrome operating minima.

4.6.2.2 *When no destination alternate aerodrome is required.* A flight to be conducted in accordance with the instrument flight rules to an aerodrome when no alternate aerodrome is required shall not be commenced unless:

a) a standard instrument approach procedure is prescribed for the aerodrome of intended landing; and

b) available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival:

1) a cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and

2) visibility of at least 5.5 km or of 4 km more than the minimum associated with the procedure.

4.6.3 Aerodrome operating minima

4.6.3.1 A flight shall not be continued towards the aerodrome of intended landing unless the latest available meteorological information indicates that conditions at that aerodrome, or at least one destination alternate aerodrome, will, at the estimated time of arrival, be at or above the specified aerodrome operating minima.

4.6.3.2 An instrument approach shall not be continued beyond the outer marker fix in case of precision approach, or below 300 m (1000 ft) above the aerodrome in case of non precision approach, unless the reported visibility or controlling RVR is above the specified minimum.

4.6.3.3 If, after passing the outer marker fix in case of precision approach, or after descending below 300 m (1000 ft) above the aerodrome in case of non-precision approach, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H. In any case, an aeroplane shall not continue its approach-to-land beyond a point at which the limits of the aerodrome operating minima would be infringed.

Note: Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, mid-point and .stop-end) used to determine whether operating minima are or are not met. Where RVR is used, the controlling RVR is the touchdown RVR, unless otherwise specified by State criteria.

Note.— The requirements for flight plans are contained in annex 2 — Rules of the Air *and* Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services *(PANS-RAC, Doc 4444).*

A14. <u>Weight and balance sheet</u>

<u>Instructions:</u>
Check for presence of load and balance sheet and accuracy.

<u>References:</u>
Annex 6 Part II Ch. 4.4 Aeroplane airworthiness and safety precautions

4.4.1 A flight shall not be commenced until the pilot-in-command is satisfied that:

d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;

e) any load carried is properly distributed and safely secured; and

f) The aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.

Safety Equipment

*A15. **Hand fire extinguishers***

Instructions:
Check for presence, access, sufficient numbers and condition .

Note1: ICAO has no references on expiry date, but in case the inspection date is obviously overdue follow-up actions in accordance with operator procedures

References:
Annex 6 Part II chapter 6. Aeroplane instruments and equipment
6.1.3 Equipment
6.1.3.1 All aeroplanes on all flights.
6.1.3.1.1 All aeroplanes on all flights shall be equipped with:
b) portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. At least one shall be located in:
1) the pilot's compartment; and
2) each passenger compartment that is separate from the pilot's compartment and not readily accessible to the pilot or co-pilot;

*A16. **Life jackets/ Flotation device***

Instructions:
Check for presence, access, sufficient numbers and condition .

Note1: ICAO has no references on expiry date, but in case the inspection date is obviously overdue follow-up actions in accordance with operator procedures

References:
Annex 6 part II chapter 4. Flight preparation And in-flight procedures
4.3 Briefing
4.3.1 The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of:
c) life jackets;
Annex 6 Part II Ch. 6.3.1 - All aeroplanes on flights over water
[ref. to seaplanes omitted]
Annex 6 Part II Ch. 6.3.2 – Landplanes: *no requirement, only a recommendation for single-engined landplanes*

Annex 6 Part II Ch. 6.3.3 – All aeroplanes on extended flights over water

All aeroplanes when operated on extended flights over water shall be equipped with:

a) when the aeroplane may be over water at a distance of more than 93 km (50 NM) away from land suitable for making an emergency landing:

one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;

b) when over water away from land suitable for making an emergency landing at a distance of more than 185 km (100 NM), in the case of single-engined aeroplanes, and more than 370 km (200 NM), in the case of multi-engined aeroplanes capable of continuing flight with one engine inoperative:

1) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and

2) equipment for making the pyrotechnical distress signals described in Annex 2.

*A17. **Harness***

Instructions:
Check for presence, availability for all flight crewmembers and condition.

According to Annex 6 Part II, safety harness is only recommended for General Aviation operations.

References:

Annex 6 part II chapter 4. Flight preparation And in-flight procedures

4.3 Briefing

4.3.1 The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of:

a) seat belts

Note: - Safety harness includes shoulder straps and a seat belt, which may be used independently.

A18. Oxygen equipment

Instructions:

Check for presence, access and condition.

Check oxygen cylinder pressure. In case of low pressure, check the minimum required according to the OPS manual.

Flight Crew can be asked to perform an operational functional check of the combined oxygen and communication system, as this will reveal the status of its integrity and skills of the intended users regarding this application.

References:

Annex 6 part II chapter 4. Flight preparation And in-flight procedures

4.3 Briefing

4.3.1 The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of:

d) oxygen dispensing equipment;

Annex 6 Part II Ch. 6.5 in connection with 4.9 and Attachment B:

Note. -- Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:

Absolute pressure	Metres	Feet
700 hPa	3 000	10 000
620 hPa	4 000	13 000
376 hPa	7 600	25 000

A flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not be commenced unless sufficient stored breathing oxygen is carried to supply:

a) all crew members and 10 percent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and

b) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa.

A flight to be operated with a pressurized aeroplane shall not be commenced unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurisation, for any period that the atmospheric pressure in any compartment occupied by them would be less that 700 hPa. (...)

All flight crew members, when engaged in performing duties essential to the safe operation of an aeroplane in flight, shall use breathing oxygen continuously whenever the circumstances prevail for which its supply has been indicated to be necessary according to the above.

All flight crew members of pressurised aeroplanes operating above an altitude where the atmospheric pressure is less than 376 hPa *(> 25 000 ft)* shall have available at the flight duty station a quick-donning type of oxygen mask which will readily supply oxygen upon demand.

A19. Flash Light

Instructions:

Check for appropriate quantities of flashlights and illumination for flight instruments.

Check their condition, serviceability and access. Please notice that flights departing in daylight but extending into the night, shall meet this requirement.

References:

Annex 6 part II, chapter 6

6.7 All aeroplanes when operated at night

All aeroplanes, when operated at night, shall be equipped with:

d) illumination for all flight instruments and equipment that are essential for the safe operation of the aeroplane

f) an electric torch for each crew member station.

Note: inform the crew of the importance of flashlights in case of heavy smoke when no flashlights available

Flight Crew

A20. <u>Flight crew licence</u>

<u>Instructions:</u>
Check validity of crew licences and appropriate ratings.
Check form and content is in compliance with ICAO Annex 1 (Chapter 5).
Check for attachment of ICAO medical class 2 to the licence of the flight crew

Recommendation
Annex 1 Personnel Licensing 1.2.2.2.
A pilot license issued by a contracting State should be rendered valid by other Contracting States for use in private flights.
Note.— Contracting States which, without formality, render valid a license issued by another Contracting State for use in private flights are encouraged to notify this facility in their Aeronautical Information Publications.

With regard to pilot licensing three different scenarios can be identified.

Case 1
State of Licensing issuance is the same as the State of Registry
Instructions
Check that pilot licence is issued i.a.w. the applicable ICAO Standards of Annex 1.

Case 2a
State of Licensing issuance different from the State of Registry: non-JAR-FCL Licence
Instructions
In addition to the pilot licence issued by the State of Licensing i.a.w. the applicable ICAO Standards of Annex 1, Check that a validation of the licence from the State of Registry has also been issued. This is according to article 32 ("….or rendered valid by the State in which the aircraft is registered").

Case 2b- JAR-FCL license
State of Licensing issuance different from the State of Registry: JAR-FCL Licence
Instructions
As per case 2a, but the validation of the licence is implicit and does not require a discrete validation document, since JAR-FCL Licences comply with ICAO Annex 1 Standards. Check that State of Licence issuance is "JAA Recommended for Mutual Recognition" from the list of such approved states

Additional information;
Only JAA Member States which have the status of "Recommended for Mutual Recognition" in the field of JAR-FCL may issue JAR-FCL licences.

JAA Recommendation for Mutual Recognition for a particular JAA member state issuing JAR-FCL licences enables automatic recognition and acceptance by all JAA Member States.

The JAR-FCL licensing process and the JAR-FCL licence itself comply with the applicable Standards of ICAO Annex 1, thereby obviating the need for a separate validation of the licence, as per case 2a.

Evidence of compliance with the appropriate elements of ICAO Annex 1 can be found on the JAR-FCL licence itself, which states that it has been 'Issued in accordance with ICAO and JAR-FCL standards' (see below).
-

Cover page

Authority name and logo (English and national language) JOINT AVIATION AUTHORITIES (English only) FLIGHT CREW LICENCE (english and national language) Issued in accordance with ICAO and JAR-FCL standards (English and national language)	Requirements Size of each page shall be not less than one eighth A4

Item IX (Validity of the JAR-FCL license) states that 'the license holder is entitled to exercise license privileges on aircraft registered in any Member State of the Joint Aviation Authorities' (see below).

Page 3

II	Titles of licences, date of initial issue and country code	Abbreviations used will be as used in JAR–FCL (e.g. PPL(H), ATPL(A), etc.) Standard date format is to be used, i.e. day / month / year in full (e.g., 21/01/1995)
IX	Validity: This licence is to be re-issued not later than ..... The privileges of the licence shall be exercised only if the holder has a valid medical certificate for the required privilege. By the application of JAR–FCL 1.015(a)(1), the licence holder is entitled to exercise licence privileges on aircraft registered in any Member State of the Joint Aviation Authorities. A document containing a photo shall be carried for the purposes of identification of the licence holder.	Re-issue is to be not later than 5 years from the date of initial issue shown in item II. This document is not specified, but a passport would suffice when outside the State of licence issue.
XII	Radiotelephony privileges: The holder of this licence has demonstrated competence to operate R/T equipment on board aircraft in English (other languages specified).	
XIII	Remarks: e.g. valid only on aeroplanes registered in the State of licence issue	All additional licensing information required by ICAO, EC Directive / Regulations or JARs to be entered here

For more detailed information on JAR-FCL mutual recognition concept and the list of JAA Member States which have the status of "Recommended for Mutual Recognition" in the field of JAR-FCL, see the regular updated status page on JAA's website: http://www.jaa.nl/licensing/licensing_overview.html

(Preview of website)

Snapshot 13 March 2006

JAA Member State	JAR-FCL 1 (Aeroplane)	JAR-FCL 2 (Helicopter)	JAR-FCL 3 (Medical)	JAR-FCL 4 (Flight Engineers)
Belgium	✔ 1.2	✔ 2.2	✔ 3.2	
Croatia	✔ 1.3	✔ 2.3	✔ 3.3	
Czech Republic	✔ 1.3	✔ 2.3	✔ 3.3	
Denmark	✔ 1.4	✔ 2.3	✔ 3.4	✔ 4.2
Finland	✔ 1.3	✔ 2.3	✔ 3.3	
France	✔ 1.3	✔ 2.4	✔ 3.2	✔ 4.1
Germany	✔ 1.2	✔ 2.2	✔ 3.2	✔ 4.2
Greece	✔ 1.4		✔ 3.4	
Iceland	✔ 1.1	✔ 2.1	✔ 3.1	
Ireland	✔ 1.4	✔ 2.3	✔ 3.4	✔ 4.3
Italy	✔ 1.3	✔ 2.3	✔ 3.1	
Malta	✔ 1.3		✔ 3.3	
Netherlands	✔ 1.3	✔ 2.2	✔ 3.1	✔ ◇
Norway	✔ 1.3	✔ 2.3	✔ 3.3	
Poland	✔ 1.3	✔ 2.3	✔ 3.3	
Portugal	✔ 1.3	✔ 2.3	✔ 3.3	
Romania	✔ ◇	✔ ◇	✔ ◇	
Slovenia	✔ 1.2		✔ 3.2	
Spain	✔ ◇	✔ ◇	✔ ◇	
Sweden	✔ 1.3	✔ 2.3	✔ 3.3	
Switzerland	✔ 1.3		✔ 3.3	
Turkey	✔ 5		✔ ◇	
United Kingdom	✔ 1.3	✔ 2.3	✔ ◇	
JAA Member State	JAR-FCL 1 (Aeroplane)	JAR-FCL 2 (Helicopter)	JAR-FCL 3 (Medical)	JAR-FCL 4 (Flight Engineers)

References:

ANNEX 6 PART II, CHAPTER 9. AEROPLANE FLIGHT CREW

9.1 Qualifications

9.1.1 The pilot-in-command shall ensure that the licences of each flight crew member have been issued or rendered valid by the State of Registry, and are properly rated and of current validity, and shall be satisfied that flight crew members have maintained competence.

Chicago Convention Article 29 - Documents carried in aircraft

Every aircraft of a contracting State, engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention :
c)The appropriate licenses for each member of the crew.

Chicago Convention Article 32 - Licenses of personnel

a) The pilot of every aircraft and the other members of the operating crew of every aircraft engaged in international navigation shall be provided with certificates of competency and licenses issued or rendered valid by the State in which the aircraft is registered.

Chicago Convention Article 39 – Endorsement of certificates and licenses

c) Any person holding a license who does not satisfy in full the condition laid down in the international standard relating to the class of license or certificate which he holds shall have endorsed on or attached to his license a complete enumeration of the particulars in which he does not satisfy such conditions.

Chicago Convention Article 40 – Validity of endorsed certificates and licenses

No aircraft or personnel having certificates or licenses so endorsed shall participate in international navigation, except with the permission of the State or States whose territory is entered. The registration or use of any such aircraft, or of any certificated aircraft part, in any State other than that in which it was originally certificated shall be at the discretion of the State into which the aircraft or part is imported.

Annex 1 Ch. 1.2.1 - Authority to act as a flight crew member

A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specification of this Annex (Annex 1) and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft.

Annex 1 Ch. 1.2.2 - Method of rendering a licence valid

1.2.2.1. When a Contracting state renders valid a licence issued by another Contracting state, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorisation to be carried with the former licence accepting it as the equivalent of the latter. The validity of the authorisation shall not extend beyond the period of validity of the licence.

Annex 1 Ch. 1.2.9 – Language proficiency

1.2.9.1. Aeroplane and helicopter pilots and those flight navigators who are required to use the radio telephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

Note.- Pursuant to Article 42 of the Convention on International Civil Aviation, paragraph 1.2.9.1 does not apply to personnel whose licenses are originally issued prior to 5 March 2004 but, in any case, does apply to personnel whose licenses remain valid after 5 March 2008.

1.2.9.4 As of 5 March 2008, aeroplane and helicopter pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in the Appendix.

1.2.9.6 As of 5 March 2008, the language proficiency of aeroplane and helicopter pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

Note 1.- Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.

Note 2.- The provisions of paragraph 1.2.9 refer to Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practice, therefore, there will be situations whereby flight crew members will only need to speak the language normally used by the station on the ground.

Chicago Convention Article 30 - Aircraft radio equipment

b) Radio transmitting apparatus may be used only by members of the flight crew who are provided with a special licence for the purpose issued by the appropriate authorities of the State in which the aircraft is registered.

Annex 1 Ch. 1.2.4 – Medical Fitness

Note 1: Guidance material is published in the Manual of Civil Aviation Medicine (Doc 8984).

Note 2: To satisfy the licensing requirements of medical fitness for the issue of various types of licenses, the applicant must meet certain appropriate medical requirements which are specified as three classes of Medical Assessment. Details are given in 6.2, 6.3, 6.4 and 6.5.
To provide the necessary evidence to satisfy the requirements of 1.2.4.1, the Licensing Authority issues the licence holder with the appropriate Medical Assessment, Class 1, Class 2 or Class 3. This can be done in several ways such as a suitably titled separate certificate, a statement on the licence, a national regulation stipulating that the Medical Assessment is an integral part of the licence, etc.

1.2.4.1 An applicant for a license shall, when applicable, hold a medical Assessment issued in accordance with the provisions of Chapter 6 (Medical Provisions for Licensing).

Annex 1 Ch. 1.2.5 – Validity of licenses

1.2.5.2 Except as provided in 1.2.5.2.1, 1.2.5.2.2 and 1.2.5.2.3, a report of medical fitness obtained in accordance with 1.2.4.5 and 1.2.4.6 shall be submitted at intervals of not greater than:

60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift;

1.2.5.2.2. when the holder of airline transport pilot licenses and commercial licenses – aeroplane and helicopter- , who are engaged, in single-crew commercial air transport operation carrying passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2. shall be reduced to 6 months.

Annex 1 Chapter 5. Specifications For Personnel Licences

5.1 Personnel licences issued by a Contracting State in accordance with the relevant provisions of this Annex shall conform to the following specifications:

5.1.1 Detail

The following details shall appear on the licence:

I) Name of State (in bold type);

II) Title of licence (in very bold type);

III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;

IV) Name of holder in full (in roman alphabet also if script of national language is other than roman);

IVa) Date of birth;

V) Address of holder;

VI) Nationality of holder;

VII) Signature of holder;

VIII) Authority and, where necessary, conditions under which the licence is issued;
IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;
X) Signature of officer issuing the licence and the date of such issue;
XI) Seal or stamp of authority issuing the licence;
XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;
XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges; including from 5 March 2008 an endorsement of language proficiency;
XIV) Any other details desired by the State issuing the licence.

5.1.2 Material
First quality paper or other suitable material shall be used and the items mentioned in 5.1.1 shown clearly thereon.

5.1.4 Language

When licences are issued in a language other than English, the license shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations issued in accordance with 1.2.2.1 shall include an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.
5.1.5 Arrangement of items
Item headings on the licence shall be uniformly numbered in roman numerals as indicated in 5.1.1, so that on any licence the number will, under any arrangement, refer to the same item heading.

Note. -- Item headings may be arranged in such order as may best suit the convenience of the Contracting State issuing the licence.

ANNEX 6 PART II CHAPTER 9. AEROPLANE FLIGHT CREW
9.2 Composition of the flight crew
The number and composition of the flight crew shall not be less than that specified in the flight manual or other documents associated with the certificate of airworthiness.

Annex 1 Ch. 6.3.3 Visual requirements6.3.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:
a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held;
and
b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

6.3.3.2.1 Applicants may use contact lenses to meet this requirement provided that:
c) a pair of suitable correcting spectacles is kept readily available during the exercise of the license privileges.

Annex 1 Ch.2.1.10 Curtailment of privileges of pilots who have attained their 60th birthday
2.1.10.1 A Contracting state, having issued pilot licenses, shall not permit the holders thereof to act as pilot-in-command of an aircraft engaged in scheduled international air services or non-scheduled international air transport operations for remuneration or hire if the license holders have attained their 60th birthday.
2.1.10.2 Recommendation.- A Contracting state, having issued pilot licenses, should not permit the holders thereof to act as co-pilot of an aircraft engaged in scheduled international air services or non-scheduled international air transport operations for remuneration or hire if the license holders have attained their 60th birthday.

Annex 1 Ch. 6.3.3 Visual requirements

6.3.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:

a) such correcting lenses are worn during the exercise of the privileges of the license or rating applied for or held;
and

b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's license.

6.3.3.2.1 Applicants may use contact lenses to meet this requirement provided that:

c) a pair of suitable correcting spectacles is kept readily available during the exercise of the license privileges.

Journey Log Book / Technical Log or equivalent

*A21. **Journey Log Book, or equivalent***

Instructions:
Check for presence.
Check if content of Journey logbook/technical Log complies with the requirement.

References:
Chicago Convention Article 34 – Journey log books
There shall be maintained in respect of every aircraft engaged in international navigation a journey log book in which shall be entered particulars of the aircraft, its crew and of each journey, in such form as may be prescribed from time to time pursuant to this Convention.

Chicago Convention Article 29 - Documents carried in aircraft
Every aircraft of a contracting state engaged in international navigation, shall carry the following documents in conformity with the conditions prescribed in this Convention:
d) Its journey log book.

*A22. **Maintenance Release***

Instructions:
Check that performed maintenance has been signed off. (checkmark or sign)
Check for validity and verify that the maintenance release has not expired.
Check that the relevant release for service has been issued
Check for evidence that any maintenance required in the tech log has been complied with.

References:
Annex 6 Part II Chapter 1. Definitions

Maintenance. The performance of tasks required to ensure the continued airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.
Maintenance release. A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.

ANNEX 6 PART II, CHAPTER 8. AEROPLANE MAINTENANCE
8.2 Maintenance records
8.2.1 The owner shall ensure that the following records are kept for the periods mentioned in 8.2.2:
a) the total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life limited components;
b) the current status of compliance with all mandatory continuing airworthiness information;

Annex 6 Part II Ch. 8.5 Maintenance Release
8.5.1 A maintenance release shall be completed and signed, as prescribed by the State of Registry, to certify that the maintenance work performed has been completed satisfactorily.
8.5.2 A maintenance release shall contain a certification including:

a) basic details of the maintenance carried out;

b) date such maintenance was completed;

c) when applicable, the identity of the approved maintenance organization; and

d) the identity of the person or persons signing the release.

Annex 6 Part II Ch. 4.4 Aeroplane airworthiness and safety precautions
4.4.1 A flight shall not be commenced until the pilot-in-command is satisfied that:
c) any necessary maintenance has been performed in accordance with Ch. 8.

*A23. **Defect notification and rectification (incl. Tech Log)***

Note: Since regarding General Aviation operations a MEL is not required, a defect notification or rectification (hold item list) is not mandatory.

Instructions:

Check number of deferred defects (specify in the report where necessary).
Check that all defects (minor, major, dents, damages etc.) have been notified.
Check that defect deferments include time limits and comply with the stated time limits.
Where applicable, check compliance with the aircraft MEL.*(or in special cases, when approved by applicable NAA, the Master MEL)*

References:

A24. Pre-flight inspection

Instructions:
Check for presence of pre-flight inspection sheet.
Check that the pré-flight inspection is performed. (sign or checkmark/box)
In case pre-flight inspection is not necessary before the flight, check for presence of instruction material or checklist that provides guidance when not performing the pre-flight inspection.

References:
Annex 6 part II, chapter 4. Flight Preparation And In-Flight Procedures
4.4 Aeroplane airworthiness and safety precautions

4.4.1 A flight shall not be commenced until the pilot-incommand is satisfied that:

c) any necessary maintenance has been performed in accordance with Ch. 8.
d) the mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;
e) any load carried is properly distributed and safely secured; and
f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.

B: Cabin / Safety

B1. General Internal Condition

Instructions:
Check for cleanliness, tidiness and general condition.
Check for loose carpet, and/or loose or damaged floor panels.
Check that normal and abnormal duties by cabin crew may be performed without hindrance.

References:
Annex 8 Part III Large Aeroplanes
Part IIIA. Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.

Ch. 8.3 - Safety and Survival equipment
Prescribed safety and survival equipment which the crew or passengers are expected to use and operate at the time of an emergency, shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.

Annex 8 Part III Large Aeroplanes
Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.
Subpart D. Design and construction
D.2 Systems design features
f) *Fire precautions.* The design of the aeroplane and the materials used in its manufacture shall be such as to minimize the possibility of in-flight and ground fires, to minimize the production of smoke and toxic gases in the event of a fire and to delay the occurrence of flashover in the cabin. Means shall be provided to contain or to detect and extinguish such fires as might occur in such a way that no additional danger to the aeroplane is caused. Lavatories installed in aeroplanes shall be equipped with a smoke detection system and a built-in fire extinguisher system for each receptacle intended for the disposal of towels, paper or waste.

B2. Cabin Attendant's station and crew rest area

Instructions:
Check for presence and compliance with the requirement.
Check for sufficient number of seats in relation to the number of cabin crew.
Check for condition of seat belt/harness of cabin attendant seat.
Check for presence of procedures related to equipment and emergency situations.
In the cabin crew rest area verify condition of fire fighting and communication equipment.

References:

B3. First Aid Kit / Emergency medical kit

Instructions:
Check for presence at indicated location, adequacy, readily accessible and identification.

References:
Annex 6 Part II Ch. 6.1.3.1.1 a) All aeroplanes on all flights shall be equipped with an accessible first-aid kit.

Annex 8 Part III Large Aeroplanes
Part IIIA. Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.

Chapter 8.3 Safety and survival equipment
Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.

B4. Hand fire extinguishers

Instructions:
Check for presence, number, access and condition .

Note1: ICAO has no references on expiry date, but in case the inspection date is obviously overdue follow-up actions in accordance with operator procedures

References:
Annex 6 Part II Ch. 6.3 All aeroplanes on flights over water
6.3.2 Landplanes
6.3.2.1 Single-engined aeroplanes.

recommendation.- All *single-engined landplanes when flying en route over water beyond gliding distance from the shore should carry one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.*

Note.- "Landplanes" includes amphibians operated as landplanes.

(Seaplanes are subject to 6.3.1)

6.3.3 All aeroplanes on extended flights over water board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;

b) when over water away from land suitable for making an emergency landing at a distance of more than 185 km (100 NM), in the case of single-engined aeroplanes, and more than 370 km (200 NM), in the case of multi-engined aeroplanes capable of continuing flight with one engine inoperative:

1) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and

2) equipment for making the pyrotechnical distress signals described in Annex 2.

Annex 6 Part II Ch. 6.4 All aeroplanes on flights over designated land areas

Aeroplanes when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult shall be equipped with such signalling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.

Note.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aero plane may count as one prescribed.

Annex 8 Part III Large Aeroplanes
Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March

2004.
Subpart I. Crashworthiness and cabin safety

I.6 Survival equipment
The aeroplane shall be so equipped as to provide the crew and occupants with the maximum opportunity to survive in the expected external environment for a reasonable time-span.
Items to be considered shall include:
a) number of life-rafts/life jackets;
b) survival equipment suited to the likely environment;
c) emergency radios and pyrotechnical distress signaling equipment; and
d) automatic emergency radio beacons.

Annex 8 Part III Large Aeroplanes
Part IIIA. Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.

Chapter 8.3 Safety and survival equipment
Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked

All aeroplanes when operated on extended flights over water shall be equipped with:
a) when the aeroplane may be over water at a distance of more than 93 km (50 NM) away from land suitable for making an emergency landing:
- one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;
b) when over water away from land suitable for making an emergency landing at a distance of more than 185 km (100 NM), in the case of single-engined aeroplanes, and more than 370 km (200 NM), in the case of multi-engined aeroplanes capable of continuing flight with one engine inoperative:
1) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and
2) equipment for making the pyrotechnical distress signals described in Annex 2.

B5. Life jackets/ Flotation device

Instructions:
Check for presence, access, number and condition .

Note1: ICAO has no references on expiry date, but in case the inspection date is obviously overdue follow-up actions in accordance with operator procedures

References:
Annex 6 Part II Ch. 6.3 All aeroplanes on flights over water
6.3.2 Landplanes
6.3.2.1 Single-engined aeroplanes.
Recommendation.- All *single-engined landplanes when flying en route over water beyond gliding distance from the shore should carry one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.*

Note.- "Landplanes" includes amphibians operated as landplanes.

(Seaplanes are subject to 6.3.1)

6.3.3 All aeroplanes on extended flights over water

All aeroplanes when operated on extended flights over water shall be equipped with:

a) when the aeroplane may be over water at a distance of more than 93 km (50 NM) away from land suitable for making an emergency landing:

- one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;

b) when over water away from land suitable for making an emergency landing at a distance of more than 185 km (100 NM), in the case of single-engined aeroplanes, and more than 370 km (200 NM), in the case of multi-engined aeroplanes capable of continuing flight with one engine inoperative:

1) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and

2) equipment for making the pyrotechnical distress signals described in Annex 2.

Annex 6 Part II Ch. 6.4 All aeroplanes on flights over designated land areas

Aeroplanes when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult shall be equipped with such signaling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area over flown.

Note.— Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.

Annex 8 Part III Large Aeroplanes
Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.
Subpart I. Crashworthiness and cabin safety

I.6 Survival equipment
The aeroplane shall be so equipped as to provide the crew and occupants with the maximum opportunity to survive in the expected external environment for a reasonable time-span.
Items to be considered shall include:
a) number of life-rafts/life jackets;
b) survival equipment suited to the likely environment;
c) emergency radios and pyrotechnical distress signaling equipment; and
d) automatic emergency radio beacons.

Annex 8 Part III Large Aeroplanes
Part IIIA. Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.

Chapter 8.3 Safety and survival equipment
Prescribed safety and survival equipment that the crew or passengers are expected to use or operate at the time of an emergency shall be reliable, readily accessible and easily identified, and its method of operation shall be plainly marked.

B6. Seat belt and seat condition

Instructions:
Check for presence, number and condition of seat belts.
Verify the condition of the passenger cabin seats.

References:
Annex 6 part II, CHAPTER 6.1.3.1.1
c) All aeroplanes on all flights shall be equipped with
1) a seat or berth for each person over an age to be determined by the State of Registry
2) a seat belt for each seat and restraining belts for each berth.

B7. Emergency exit, lighting and marking, torches

Instructions:
Check for presence and condition of emergency exit signs, lighting and marking, torches.
Where relevant, check condition of floor path marking. In case of (partial) malfunctioning of floor path marking system, check whether MEL restrictions have been properly applied.

References:
Annex 8 Part III Large Aeroplanes

Part IIIA. Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.

Ch. 4.1.7 - Emergency landing provisions

4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.
4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.
4.1.7.4 On aeroplanes certificated for ditching conditions, provisions shall be made in the design to give maximum practicable assurance that safe evacuation from the aeroplane of passengers and crew can be executed in case of ditching.

Annex 8 Part III Large Aeroplanes
Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.
Subpart I. Crashworthiness and cabin safety

I.4 Evacuation
The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:
a) number of seats and seating configuration;
b) number, location and size of exits;
c) marking of exits and provision of instructions for use;
d) likely blockages of exits;
e) operation of exits; and
f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.

I.5 Lighting and marking
Emergency lighting shall be provided and shall have the following characteristics:
a) independence from main electrical supply;
b) automatic activation upon loss of normal power/impact;
c) visual indication of the path to emergency exits in smoke-filled cabin conditions;
d) illumination both inside and outside the aeroplane during evacuation; and
e) no additional hazard in the event of fuel spillage.

Annex 6 Part II Ch. 4.3.1
The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of:

b) emergency exits;

e) other emergency equipment provided for individual use, including passenger emergency briefing cards

4.11 In-flight emergency instruction

In an emergency during flight, the pilot-in-command shall ensure that all persons on board are instructed in such emergency action as may be appropriate to the circumstances.

B8*. *Slides/Life-Rafts (as required), ELT

Instructions:
Check presence of life raft, when required. Check for sufficient numbers, correct installation and location.
Check presence of ELTs, condition and type of ELT installed, and expiry date (if applicable). The ELT could be Installed in the slide raft/life raft pack.
Check that the ELT it is capable of transmitting on 406 MHz.

Note1: ICAO has no references on expiry date, but in case the inspection date is obviously overdue follow-up actions in accordance with operator procedures

References:
ICAO Annex 10 Part III chapter 2
Ch. 5.1.4 From 1 January 2005, emergency locator transmitters shall operate on 406 MHz and 121.5 MHz simultaneously

Annex 6 Part II Ch. 6.3.3 All aeroplanes on extended flights over water

All aeroplanes when operated on extended flights over water shall be equipped with:

a) when the aeroplane may be over water at a distance of more than 93 km (50 NM) away from land suitable for making an emergency landing:

- one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided;

b) when over water away from land suitable for making an emergency landing at a distance of more than 185 km (100 NM), in the case of single-engined aeroplanes, and more than 370 km (200 NM), in the case of multi-engined aeroplanes capable of continuing flight with one engine inoperative:

1) life-saving rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency, provided with such lifesaving equipment including means of sustaining life as is appropriate to the flight to be undertaken; and

2) equipment for making the pyrotechnical distress signals described in Annex 2.

Ch. 6.12 Emergency locator transmitter (ELT)

6.12.1 Except as provided for in 6.12.2, until 1 January 2005 all aeroplanes operated on extended flights over water as described in 6.3.3 b) and when operated on flights over designated land areas as described in 6.4 shall be equipped with one ELT.

6.12.2 All aeroplanes for which the individual certificate of airworthiness is first issued after 1 January 2002, operated on extended flights over water as described in 6.3.3 b) and when operated on flights over designated land areas as described in 6.4 shall be equipped with one automatic ELT.

6.12.3 From 1 January 2005, all aeroplanes operated on extended flights over water as described in 6.3.3 b) and when operated on flights over designated land areas as described in 6.4 shall be equipped with one automatic ELT.

6.12.5 ELT equipment carried to satisfy the requirements of 6.12.1, 6.12.2, 6.12.3 and 6.12.4 shall operate in accordance with the relevant provisions of Annex 10, Volume III.

B9. Oxygen Supply (Cabin crew & Passengers)

Instructions:

Check for sufficient quantity (oxygen and/or masks), presence and condition where applicable.
Verify that no oxygen dropout panels are prevented from opening because they are taped.
In case oxygen is supplied from cylinders, check for pressure in accordance with the Aircraft Operations Manual.
In case ICAO conditions concerning oxygen supply are not met, an operational restriction to 25 000 Feet (FL 250) may apply.

References:

Annex 6 Part II Ch. 4.9 Oxygen supply

The pilot-in-command shall ensure that breathing oxygen is available to crew members and passengers in sufficient quantities for all flights at such altitudes where a lack of oxygen might result in impairment of the faculties of crew members or harmfully affect passengers.

Note.- Guidance on the carriage and use of oxygen is given in Attachment B.

B10. Safety Instructions

Instructions:

In the case necessary safety instructions are displayed by Safety Instructions check for presence, sufficient numbers and accuracy. With regard to aircraft type, check that the proper safety instruction is onboard.

References:

Annex 6 Part II Ch. 4.3 Briefing

4.3.1 The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of:

a) seat belts; and, as appropriate,
b) emergency exits;
c) life jackets;
d) oxygen dispensing equipment; and
e) other emergency equipment provided for individual use, including passenger emergency briefing cards.

4.3.2 The pilot-in-command shall ensure that all persons on **board are aware of the location and general manner** of use of the principal emergency equipment carried for collective use.

B11. Cabin crew members

not applicable

B12. Access to emergency exits

Instructions:
Check that appropriate access to emergency exits is provided and that it is not impeded by e.g. not-anymore-foldable cabin crew seat.
Check that cabin attendant's seats return quickly to upright position.

References:
Annex 6 Part II Ch. 4.3.1 b) The pilot-in-command shall ensure that crew members and passengers are made familiar, by means of an oral briefing or by other means, with the location and the use of emergency exits;

Annex 6 Part II Ch. 4.3.2 The pilot-in-command shall ensure that all persons on board are aware of the location and general manner of use of the principal emergency equipment carried for collective use.

Annex 8 Part III Large Aeroplanes
Part IIIA. Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.

Ch. 4.1.7 - Emergency landing provisions
4.1.7.2 Facilities shall be provided for the rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing. Such facilities shall be related to the passenger and crew capacity of the aeroplane.
4.1.7.3 The interior layout of the cabin and the position and number of emergency exits, including the means of locating and illuminating the escape paths and exits shall be such as to facilitate rapid evacuation of the aeroplane in conditions likely to occur following an emergency landing.

Annex 8 Part III Large Aeroplanes
Part IIIB. Aeroplanes over 5700 KG for which application for certification was submitted on or after 2 March 2004.
Subpart I. Crashworthiness and cabin safety

I.4 Evacuation
The aeroplane shall be equipped with sufficient emergency exits to allow maximum opportunity for cabin evacuation within an appropriate time period. Items to be considered shall include:
a) number of seats and seating configuration;
b) number, location and size of exits;
c) marking of exits and provision of instructions for use;
d) likely blockages of exits;
e) operation of exits; and
f) positioning and weight of evacuation equipment at exits, e.g. slides and rafts.

B13. Safety of passenger baggage

Instructions:
Check that the passengers do not carry too much hand baggage for the stowage capacity of the aircraft (by observation at the boarding gate).
Check proper storage of baggage.
Check that size, quantity and weight of baggage does not pose a risk to safety.

References:
not applicable

B14. Seat capacity

Instructions:
Check that the number of persons boarding is consistent with the number permitted by the requirement (Note: this is determined by the State of the operator).

References:
Annex 6 Part II Ch. 6.1.3.1.1 c) All aeroplanes on all flights shall be equipped with:

1) a seat or berth for each person over an age to be determined by the State of Registry; and
2) a seat belt for each seat and restraining belts for each berth.

C. Aircraft Condition

C1. General external condition

Instructions:
Check general condition of the airframe: apparent corrosion; cleanliness; presence of ice, snow, frost; legibility of markings, windshield delamination, damages, exterior lights etc.

References:
Applicable (M)MEL, AMM, CDL, SRM etc.

Annex 8 Part III Large Aeroplanes
Part IIIA. Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004.
Chapter 4. Design and construction
4.1.4 Protection
The structure shall be protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion, or other causes, which could pass unnoticed, taking into account the maintenance the aeroplane will receive.

Annex 8 Part III Large Aeroplanes
Part IIIA. Aeroplanes over 5700 KG for which application for certification was submitted on or after 13 June 1960 but before 2 March 2004. .

Chapter 9. Operating limitations and information
9.6 Markings and placards
9.6.2 Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refuelling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.

C2. Doors and hatches

Instructions:
Check for door external markings, operation instructions and condition of hatches.

Annex 6 part II, Chapter 9. Operating limitations and information
9.6 Markings and placards
9.6.2 Markings and placards or instructions shall be provided to give any information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing (e.g. towing, refueling) that could pass unnoticed and that could jeopardize the safety of the aeroplane in subsequent flights.

References:
Applicable **(M)MEL, AMM, SRM etc**.

C3. Flight controls

Instructions:
Check external Flight Controls as fitted to wings, tailplane and fin.
Check for condition, leaks, wear, obvious damage, corrosion, disbonding, evidence of lightning strikes, dents, looseness of fittings, missing static discharges, etc.

References:
Applicable **(M)MEL, AMM, SRM etc**.

C4. Wheels, tyres and brakes

Instructions:
Inspect for damage, wear and signs of under inflation.
When possible, check for correct tyre pressure and proper lubrication.
Typical examples:
1. Deterioration of the tyre (perforations, cutting) may be accepted up to several layers Please refer to appropriate aircraft manual (AMM, MMEL).
2. for tyres having control holes, the disappearance of max. 2 consecutive holes (TU 154) is acceptable;
3. for brakes, hydraulic fluid leaks of max. 1-2 cm^3/min is acceptable (only CIS-built aircraft);

4. the wear marker of the breaking system shall be visible;

Note: On CIS-built aircraft tyres, one or more cord layers on the tyre surface could be visible depending on the manufacturer's requirements

References:
Applicable AMM, or (M)MEL.

C5. Undercarriage

Instructions:

Visual inspection. Focus on lubrication, leakage & corrosion and wear on door fittings and hinges. Check skids/floats for obvious damages
Check for minor defects such as bonding wires missing or inspection markings/placards missing.
Check for condition, lubrication, corrosion, damage and proper strut-pressure.

References:

Applicable AMM or (M)MEL.

C6. Wheel well

Instructions:
Visual inspection. Focus on lubrication, leakage & corrosion.
Check for cleanliness and damage.

References:
Applicable AMM, SRM or (M)MEL.

C7. Powerplant and pylon

Instructions:
Visual inspection. Focus on dents and loose/missing fasteners (intake) and LPT/LPC blades (where visible), obvious damage to sensors, jet pipe nozzle, cracking etc. (exhaust).
Check that panels are aligned and handles are flushed.
Check for unusual wear & tear and leaks.

References:
Applicable AMM, SRM, (M)MEL.

C8. Fan blades

Instructions:
Visual inspection. Check for FOD damage, cracks, cuts, corrosion, erosion etc.

References:
Applicable AMM, SRM.

C9. Propellers

Instructions:
Visual inspection. Check for corrosion, looseness of blades in hub, stone damage etc.

References:
Applicable AMM, SRM, (M)MEL.

C10. Obvious repairs

Instructions:
Visual inspection. Notify repairs of unusual design or badly performed.

References:

Annex 6 Part II Chapter 1. Definitions
Repair: The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear.

Applicable AMM, SRM

C11. Obvious unrepaired damage

Instructions:
Visual inspection. Notify unassessed and unrecorded damage including corrosion, lightning strike damage, bird strikes etc.
Check that any damage is observed, assessed and possibly recorded on a damage chart (i.e. Buckle & Dent chart).

References:
Annex 6 Part II Chapter 1. Definitions
Repair: The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear.

Applicable AMM, SRM, MEL

C12. Leakage

Instructions:
Visual inspection: fuel leaks, hydraulic leaks and (if applicable) toilet liquid leaks (blue ice).

References:
Applicable AMM.

D. Cargo

D1. General condition of cargo compartment

Instructions:
Check for cleanliness and general condition of cargo compartment.
Check lighting, fire protection, detection & extinguishing system (if appropriate).
Check side wall and overhead (blow-out) panels, smoke detectors, cargo/dividing nets, ceiling lights, fire extinguishers, cargo roller system and drive equipment.

References:
Applicable AMM, (M)MEL

D2. Dangerous Goods

Instructions:
If dangerous good are on board, check that the pilot has received appropriate notification.
Check that the OPS Manual includes relevant information as required by ICAO Annex 18 (The Safe Transport of Dangerous Goods by Air).
Check that Technical Instructions as per ICAO Doc. 9284 are applied.
Check that Dangerous Goods are stowed, packaged and labelled in accordance with the Technical Instructions (ICAO Doc. 9284).

Note: ICAO requires no special certificate of carrying of Dangerous Goods

References:
Annex 18 The Safe Transport of Dangerous Goods by Air
Foreword

Relationship with the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284)
The provisions of Annex 18 govern the international transport of dangerous goods by air. The broad provisions of this Annex are amplified by the detailed specifications of the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284).

Annex 18 CHAPTER 2. APPLICABILITY

Ch. 2.2 Dangerous Goods Technical Instructions
2.2.1 Each Contracting State shall take the necessary measures to achieve compliance with the detailed provisions contained in the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council. Each Contracting State shall also take the necessary measures to achieve compliance with any amendment to the Technical Instructions which may be published during the specified period of applicability of an edition of the Technical Instructions.

Annex 18 Chapter 4. Limitation on the Transport of Dangerous Goods by Air
4.1 Dangerous goods permitted for transport by air
The transport of dangerous goods by air shall be forbidden except as established in this Annex and the detailed specifications and procedures provided in the Technical Instructions.

Annex 18 Chapter 8. Operator's Responsibilities
8.1 Acceptance for transport
An operator shall not accept dangerous goods for transport by air:

a) unless the dangerous goods are accompanied by a completed dangerous goods transport document, except where the Technical Instructions indicate that such a document is not required; and

b) until the package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.

Note 1. -- See Chapter 12 concerning the reporting of dangerous goods accidents and incidents.

Note 2. -- Special provisions relating to the acceptance of overpacks are contained in the Technical Instructions.

8.2 Acceptance checklist
An operator shall develop and use an acceptance checklist as an aid to compliance with the provisions of 8.1.

8.3 Loading and stowage
Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be loaded and stowed on an aircraft in accordance with the provisions of the Technical Instructions.

8.4 Inspection for damage or leakage

8.4.1 Packages and overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for evidence of leakage or damage before loading on an aircraft or into a unit load device. Leaking or damaged packages, overpacks or freight containers shall not be loaded on an aircraft.

8.4.2 A unit load device shall not be loaded aboard an aircraft unless the device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.

8.4.3 Where any package of dangerous goods loaded on an aircraft appears to be damaged or leaking, the operator shall remove such package from the aircraft, or arrange for its removal by an appropriate authority or organisation, and thereafter shall ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.

8.4.4 Packages or overpacks containing dangerous goods and freight containers containing radioactive materials shall be inspected for signs of damage or leakage upon unloading from the aircraft or unit load device. If evidence of damage or leakage is found, the area where the dangerous goods or unit load device were stowed on the aircraft shall be inspected for damage or contamination.

8.5 Loading restrictions in passenger cabin or on flight deck

Dangerous goods shall not be carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.

8.6 Removal of contamination

8.6.1 Any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods shall be removed without delay.

8.6.2 An aircraft, which has been contaminated by radioactive materials, shall immediately be taken out of service and not returned to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

8.7 Separation and segregation

8.7.1 Packages containing dangerous goods, which might react dangerously one with another shall not be stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of leakage.

8.7.2 Packages of poisons and infectious substances shall be stowed on an aircraft in accordance with the provisions of the Technical Instructions.

8.7.3 Packages of radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions in the Technical Instructions.

8.8 Securing of dangerous goods cargo loads

When dangerous goods subject to the provisions contained herein are loaded in an aircraft, the operator shall protect the dangerous goods from being damaged, and shall secure such goods in the aircraft in such a manner that will prevent any movement in flight which would change the orientation of the packages. For packages containing radioactive materials, the securing shall be adequate to ensure that the separation requirements of 8.7.3 are met at all times.

8.9 Loading on cargo aircraft/helicopter

Except as otherwise provided in the Technical Instructions, packages of dangerous goods bearing the "Cargo aircraft only" label shall be loaded in such a manner that a crew member or other authorized person can see, handle and, where size and weight permit, separate such packages from other cargo in flight.

Annex 18 Ch. 9.1 – Information to pilot in command
The operator of an aircraft in which dangerous goods are to be carried shall provide the pilot-in-command as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.

Annex 18 Ch. 9.2 – information and instructions to flight crew members.
The operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

Annex 18 Part Chapter 10
Dangerous goods training programmes shall be established and updated as provided for in the technical Instructions

D3. Safety of cargo on board

Instructions:
Check that loads are properly distributed (floor limits, pallets and containers maximum gross weight).
Check flight kit and spare wheels securing.
Check that cargo is correctly secured.
Verify:
- presence and condition of lockers and restraints
- pallets, nets, straps and containers condition
- heavy items securing in containers.

References:
Annex 6 Part II Ch. 4. Flight preparation and in-flight procedures
4.4.1 A flight shall not be commenced until the pilot-in command is satisfied that:
e) any load carried is properly distributed and safely secured; and
f) the aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.

E. General

E1. General

Instructions:
Check (if appropriate) for any general item which may have a direct relation with the safety of the aircraft or its occupants.

References:

The SAFA detailed checklist (Appendix 3A, 3B, and 3C) incorporate the revisions of the following references:

Convention on International Civil Aviation- Chicago Convention.
8th edition (2000)

Doc. 7030/4 – Regional Supplementary Procedures
Amdt. 209, 28 January 2005

Annex 1- Personnel Licensing, 9th Edition July 2001
Amdt No. 166 (date applicable: 24 November 2005)

Annex 2 – Rules of the Air, 10th Edition July 2005
Amdt No. 38

Annex 6 – Operation of Aircraft, 8th Edition July 2001
Part I International Commercial Air Transport – Aeroplanes
Amdt No. 30 (date applicable: 23 November 2006)
Part II International General Aviation – Aeroplanes
Amdt No. 24 (date applicable: 24 November 2005)
Part III International Operations – Helicopters
Amdt. 11 (date applicable: 23 November 2006)

Annex 7 – Aircraft Nationality and Registration Marks, 5th Edition July 2003
Amdt No. 5 (date applicable: 27 November 2003)

Annex 8 – Airworthiness of Aircraft, 10th Edition April 2005
Amdt No. 100 (date applicable: 13 December 2007, date effective: 13 April 2005, Adopted/approved: 13 December 2004)

Annex 10 – Aeronautical Telecommunications
Volume I (Radio Navigation Aids), 5th Edition July 1996, Amdt No. 80 (date applicable: 24 November 2005)
Volume II (Communication procedures), 6th Edition October 2001, Amdt No. 80 (date applicable: 24 November 2005)
Volume III (Communication Systems), 1st Edition July 1995, Amdt No. 80 (date applicable: 24 November 2005)
Volume IV (Surveillance Radar and Collision Avoidance Systems), 3rd Edition July 2002, Amdt No. 77 (date applicable: 28 November 2002)
Volume V (Aeronautical Radio Frequency Spectrum Utilization), 2nd Edition July 2001, Amdt No. 77 (date applicable: 28 November 2002)

Annex 16 – Environmental Protection, 4th Edition July 2005
Volume 1 aircraft Noise - Amdt No. 8

Annex 18 – The Safe Transport of Dangerous Goods by Air, 3rd Edition July 2001
Amdt No. 8 (date applicable: 24 November 2005)