REG (EU) 965/2012, ANNEX VI, SUBPART D, SECTION 1

OPERATOR’S COMPLIANCE CHECKLIST/STATEMENT

AEROPLANES

Note:- This is but a compliance check list, reference in the first instance must be made in all cases with the primary requirement.

Aircraft Regn: 4O -       Aircraft Type:      MSN:

| **Subpart D Section 1** | **Subject Title** | **Sub-****Section** | **Acceptable Means of Compliance& Guidance Material** | **Compliant****✓/X** | **Reference/****Comments/****Remarks** |
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| **NCC.IDE.A.100** | **Instruments and equipment — general** |  |  |  |  |
|  | (a)(1) | GM1 NCC.IDE.A.100(a)  | [ ] ✓[ ]  X |       |
| (a)(2) | [ ] ✓[ ]  X |       |
| (a)(3) | [ ] ✓[ ]  X |       |
| (a)(4) | [ ] ✓[ ]  X |       |
| (b) | GM1 NCC.IDE.A.100(b)&(c)  | [ ] ✓[ ]  X |       |
| (c)(1) | [ ] ✓[ ]  X |       |
| (c)(2) | [ ] ✓[ ]  X |       |
| (d) | GM1 NCC.IDE.A.100(d) | [ ] ✓[ ]  X |       |
| (e) |  | [ ] ✓[ ]  X |       |
| (f) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.105** | **Minimum equipment for flight** |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.110** | **Spare electrical fuses** |  | GM1 NCC.IDE.A.110 | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.115** | **Operating lights** |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c) |  | [ ] ✓[ ]  X |       |
| (d) |  | [ ] ✓[ ]  X |       |
| (e) |  | [ ] ✓[ ]  X |       |
| (f) |  | [ ] ✓[ ]  X |       |
| (g) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.120** | **Operations under VFR-flight and navigational instruments and associated equipment** |  | AMC1 NCC.IDE.A.120&NCC.IDE.A.125 AMC2 NCC.IDE.A.120  |  |  |
|  | (a)(1) | AMC1 NCC.IDE.A.120(a)(1)&NCC.IDE.A.125(a)(1) | [ ] ✓[ ]  X |       |
| (a)(2) | AMC1 NCC.IDE.A.120(a)(2)&NCC.IDE.A.125(a)(2) | [ ] ✓[ ]  X |       |
| (a)(3) | AMC1 NCC.IDE.A.120(a)(3)&NCC.IDE.A.125(a)(3) | [ ] ✓[ ]  X |       |

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|  | (a)(4) | AMC1NCC.IDE.A.120(a)(4)&NCC.IDE.A.125(a)(4) | [ ] ✓[ ]  X |       |
| (a)(5) |  | [ ] ✓[ ]  X |       |
| (a)(6) |  | [ ] ✓[ ]  X |       |
| (b)(1)(i) |  | [ ] ✓[ ]  X |       |
| (b)(1)(ii) |  | [ ] ✓[ ]  X |       |
| (b)(1)(iii) |  | [ ] ✓[ ]  X |       |
| (b)(1)(iv) |  | [ ] ✓[ ]  X |       |
| (b)(2) |  | [ ] ✓[ ]  X |       |
| (b)(3) |  | [ ] ✓[ ]  X |       |
| (c)(1) | AMC1 NCC.IDE.A.120(c)&NCC.IDE.A.125(c)  | [ ] ✓[ ]  X |       |
| (c)(2) | [ ] ✓[ ]  X |       |
| (c)(3) | [ ] ✓[ ]  X |       |
| (c)(4) | [ ] ✓[ ]  X |       |
| (c)(5) | [ ] ✓[ ]  X |       |
| (c)(6) | [ ] ✓[ ]  X |       |
| (c)(7) | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.125** | **Operations under IFR — flight and navigational instruments and associated equipment** |  | AMC1 NCC.IDE.A.120&NCC.IDE.A.125  |  |  |
|  | (a)(1) | AMC1 NCC.IDE.A.120(a)(1)&NCC.IDE.A.125(a)(1) | [ ] ✓[ ]  X |       |
| (a)(2) | AMC1 NCC.IDE.A.120(a)(2)&NCC.IDE.A.125(a)(2) | [ ] ✓[ ]  X |       |
| (a)(3) | AMC1 NCC.IDE.A.120(a)(3)&NCC.IDE.A.125(a)(3)AMC2 NCC.IDE.A.125(a)(3) | [ ] ✓[ ]  X |       |
| (a)(4) | AMC1 NCC.IDE.A.120(a)(4)&NCC.IDE.A.125(a)(4) | [ ] ✓[ ]  X |       |
| (a)(5) |  | [ ] ✓[ ]  X |       |
| (a)(6) |  | [ ] ✓[ ]  X |       |
| (a)(7) |  | [ ] ✓[ ]  X |       |
| (a)(8) |  | [ ] ✓[ ]  X |       |
| (a)(9) | AMC1 NCC.IDE.A.125(a)(9) | [ ] ✓[ ]  X |       |
| (a)(10) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c)(1) | AMC1 NCC.IDE.A.120(c)&NCC.IDE.A.125(c)  | [ ] ✓[ ]  X |       |
| (c)(2) | [ ] ✓[ ]  X |       |
| (c)(3) | [ ] ✓[ ]  X |       |
| (c)(4) | [ ] ✓[ ]  X |       |
| (c)(5) | [ ] ✓[ ]  X |       |
| (c)(6) | [ ] ✓[ ]  X |       |
| (c)(7) | [ ] ✓[ ]  X |       |
| (d) | AMC1 NCC.IDE.A.125(d) | [ ] ✓[ ]  X |       |
| (e) |  | [ ] ✓[ ]  X |       |
| (f) | AMC1 NCC.IDE.A.125(f) | [ ] ✓[ ]  X |       |
| (g) |  | [ ] ✓[ ]  X |       |
| (h) |  | [ ] ✓[ ]  X |       |

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| **NCC.IDE.A.130** | **Additional equipment for single-pilot operations under IFR** |  |  |  [ ] ✓[ ]  X |       |
| **NCC.IDE.A.135** | **Terrain awareness warning system (TAWS)** |  | AMC1 NCC.IDE.A.135 GM1 NCC.IDE.A.135  |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.140** | **Airborne collision avoidance system (ACAS)** |  |  |  [ ] ✓[ ]  X |       |
| **NCC.IDE.A.145** | **Airborne weather detecting equipment** |  | AMC1 NCC.IDE.A.145  |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.150** | **Additional equipment for operations in icing conditions at night** |  |  |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.155** | **Flight crew interphone system** |  | AMC1 NCC.IDE.A.155 |  [ ] ✓[ ]  X |       |
| **NCC.IDE.A.160** | **Cockpit voice recorder** |  | AMC1 NCC.IDE.A.160  |  |  |
|  | (a)(1) |  | [ ] ✓[ ]  X |       |
| (a)(2)(i) |  | [ ] ✓[ ]  X |       |
| (a)(2)(ii) |  | [ ] ✓[ ]  X |       |
| (a)(2)(iii) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c)(1) |  | [ ] ✓[ ]  X |       |
| (c)(2) |  | [ ] ✓[ ]  X |       |
| (c)(3) |  | [ ] ✓[ ]  X |       |
| (c)(4) |  | [ ] ✓[ ]  X |       |
| (d) |  | [ ] ✓[ ]  X |       |
| (e) |  | [ ] ✓[ ]  X |       |
| (f) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.165** | **Flight data recorder** |  | AMC1 NCC.IDE.A.165  |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c) |  | [ ] ✓[ ]  X |       |
| (d) |  | [ ] ✓[ ]  X |       |
| (e) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.170** | **Data link recording** |  | AMC1 NCC.IDE.A.170 GM1 NCC.IDE.A.170  |  |  |
|  | (a)(1)(i) |  | [ ] ✓[ ]  X |       |
| (a)(1)(ii) |  | [ ] ✓[ ]  X |       |
| (a)(1)(iii) |  | [ ] ✓[ ]  X |       |
| (a)(1)(iv) |  | [ ] ✓[ ]  X |       |
| (a)(1)(v) |  | [ ] ✓[ ]  X |       |
| (a)(1)(vi) |  | [ ] ✓[ ]  X |       |
| (a)(1)(vii) |  | [ ] ✓[ ]  X |       |
| (a)(2) |  | [ ] ✓[ ]  X |       |
| (a)(3) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c) |  | [ ] ✓[ ]  X |       |
| (d) |  | [ ] ✓[ ]  X |       |
| (e) |  | [ ] ✓[ ]  X |       |

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| **NCC.IDE.A.175** | **Flight data and cockpit voice combination recorder** |  | AMC1 NCC.IDE.A.175 GM1 NCC.IDE.A.175 |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.180** | **Seats, seat safety belts, restraint systems and child restraint devices** |  | AMC1 NCC.IDE.A.180AMC2 NCC.IDE.A.180AMC3 NCC.IDE.A.180 |  |  |
|  | (a)(1) |  | [ ] ✓[ ]  X |       |
| (a)(2) |  | [ ] ✓[ ]  X |       |
| (a)(3) |  | [ ] ✓[ ]  X |       |
| (a)(4) |  | [ ] ✓[ ]  X |       |
| (a)(4)(i) |  | [ ] ✓[ ]  X |       |
| (a)(4)(ii) |  | [ ] ✓[ ]  X |       |
| (a)(5) |  | [ ] ✓[ ]  X |       |
| (b)(1) |  | [ ] ✓[ ]  X |       |
| (b)(2) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.185** | **Fasten seat belt and no smoking signs** |  |  |  [ ] ✓[ ]  X |       |
| **NCC.IDE.A.190** | **First-aid kit** |  | AMC1 NCC.IDE.A.190AMC2 NCC.IDE.A.190 |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b)(1) |  | [ ] ✓[ ]  X |       |
| (b)(2) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.195** | **Supplemental oxygen-pressurisedaeroplanes** |  | AMC1 NCC.IDE.A.195 |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b)(1)(i) |  | [ ] ✓[ ]  X |       |
| (b)(1)(ii) |  | [ ] ✓[ ]  X |       |
| (b)(1)(iii) |  | [ ] ✓[ ]  X |       |
| (b)(2) |  | [ ] ✓[ ]  X |       |
| (c)(1) |  | [ ] ✓[ ]  X |       |
| (c)(2) | GM1 NCC.IDE.A.195(c)(2)  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.200** | **Supplemental oxygen-non-pressurisedaeroplanes** |  | AMC1 NCC.IDE.A.200  |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b)(1) |  | [ ] ✓[ ]  X |       |
| (b)(2) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.205** | **Hand fire extinguishers** |  | AMC1 NCC.IDE.A.205  |  |  |
|  | (a)(1) |  | [ ] ✓[ ]  X |       |
| (a)(2) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.206** | **Crash axe and crowbar** |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.210** | **Marking of break-in points** |  | AMC1 NCC.IDE.A.210  |  [ ] ✓[ ]  X |       |
| **NCC.IDE.A.215** | **Emergency locator transmitter (ELT)** |  | AMC1 NCC.IDE.A.215AMC2 NCC.IDE.A.215 |  |  |
|  | (a)(1) |  | [ ] ✓[ ]  X |       |
| (a)(2) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |

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| **NCC.IDE.A.220** | **Flight over water** |  | AMC1 NCC.IDE.A.220 AMC2 NCC.IDE.A.220GM1 NCC.IDE.A.220 |  |  |
|  | (a)(1) |  | [ ] ✓[ ]  X |       |
| (a)(2) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c)(1) |  | [ ] ✓[ ]  X |       |
| (c)(2) |  | [ ] ✓[ ]  X |       |
| (d)(1) |  | [ ] ✓[ ]  X |       |
| (d)(2) |  | [ ] ✓[ ]  X |       |
| (d)(3) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.230** | **Survival equipment** |  | GM1NCC.IDE.A.230GM2NCC.IDE.A.230 |  |  |
|  | (a)(1) |  | [ ] ✓[ ]  X |       |
| (a)(2) | AMC1 NCC.IDE.A.230(a)(2) | [ ] ✓[ ]  X |       |
| (a)(3) | AMC1 NCC.IDE.A.230(a)(3)  | [ ] ✓[ ]  X |       |
| (b)(1)(i) |  | [ ] ✓[ ]  X |       |
| (b)(1)(ii) |  | [ ] ✓[ ]  X |       |
| (b)(2) | AMC1 NCC.IDE.A.230(b)(2)  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.240** | **Headset** |  | AMC1 NCC.IDE.A.240 GM1 NCC.IDE.A.240 |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.245** | **Radio communication equipment** |  | GM1 NCC.IDE.A.245  |  |  |
|  | (a)(1) |  | [ ] ✓[ ]  X |       |
| (a)(2) |  | [ ] ✓[ ]  X |       |
| (a)(3) |  | [ ] ✓[ ]  X |       |
| (a)(4) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.250** | **Navigation equipment** |  |  |
|  | (a)(1) |  | [ ] ✓[ ]  X |       |
| (a)(2) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c) |  | [ ] ✓[ ]  X |       |
| **NCC.IDE.A.255** | **Transponder** |  | AMC1 NCC.IDE.A.255 |  [ ] ✓[ ]  X |       |
| **NCC.IDE.A.260** | **Electronic navigation data management** |  | AMC1 NCC.IDE.A.260 GM1 NCC.IDE.A.260  |  |  |
|  | (a) |  | [ ] ✓[ ]  X |       |
| (b) |  | [ ] ✓[ ]  X |       |
| (c) |  | [ ] ✓[ ]  X |       |
| (d) |  | [ ] ✓[ ]  X |       |

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| **Compliance Declaration Statement** |
| **I/We confirm that the above identified aircraft shows conformance with EU 965/2012 Annex VI, Subpart D, Section 1 requirement, as recorded upon this statement.** |
| **Name:-**  | **Organisation:-**  |
| **Position:-**  | **Approval Reference:-**  |
| **Signature:-** | **Date:-**  |

**NOTES:**

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

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

The ‘Remarks’ column is intended to be filled when alternative means of compliance are being submitted if the equipment does not comply with the relevant Implementing Rule or that the Implementing Rule is not applicable.