REGULATION (EU) 965/2012, ANNEX VI, SUBPART D, SECTION 2

OPERATOR’S COMPLIANCE CHECKLIST/STATEMENT

HELICOPTERS

|  |  |
| --- | --- |
| Aircraft Registration |  |
| Aircraft Type : |  |
| Serial Number: |  |
| Year of Manufacturer : |  |
| Maximum Certificated Take-Off Mass (MCTOM): |  |
| Maximum Operational Passenger Seating Configuration (MOPSC): |  |
| Individual CofA date |  |
| Maximum Operating pressure altitude (ft) |  |

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| **NCC.IDE.H** | **Subject** | **Compliant**  **✓ / X / N/A** | **Method of compliance or**  **Reason for Non applicability** |
| --- | --- | --- | --- |
| NCC.IDE.H.100 - Instruments and equipment - general | |  |  |
| (a) | (a) Instruments and equipment required by this Subpart shall be approved in accordance with the applicable airworthiness requirements if they are:  (1) used by the flight crew to control the flight path  (2) used to comply with NCC.IDE.H.245  (3) used to comply with NCC.IDE.H.250 or  (4) installed in the helicopter.  (b) The following items, when required by this Subpart, do not need an equipment approval:  (1) independent portable light  (2) an accurate time piece  (3) chart holder  (4) first-aid kit  (5) survival and signalling equipment  (6) sea anchor and equipment for mooring and  (7) child restraint device.  (c) Instruments and equipment not required by this Subpart as well as any other equipment which is not required by other applicable Annexes, but is carried on a flight, shall comply with the following:  (1) the information provided by these instruments, equipment or accessories shall not be used by the flight crew to comply with Annex I to Regulation (EC) No 216/2008 or NCC.IDE.H.245 and NCC.IDE.H.250 and  (2) the instruments and equipment shall not affect the airworthiness of the helicopter, even in the case of failures or malfunction.  (d) Instruments and equipment shall be readily operable or accessible from the station where the flight crew member that needs to use it is seated.  (e) Those instruments that are used by a flight crew member shall be so arranged as to permit the flight crew member to see the indications readily from his/her station, with the minimum practicable deviation from the position and line of vision which he/she normally assumes when looking forward along the flight path.  (f) All required emergency equipment shall be easily accessible for immediate use.  Refer also to :  GM1 NCC.IDE.H.100(a); GM1 NCC.IDE.H.100(b); GM1 NCC.IDE.H.100(c);  GM1 NCC.IDE.H.100(d) |  |  |
| (a)(1) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (a)(3) | ✓  X  N/A |  |
| (a)(4) | ✓  X  N/A |  |
| (b) |  |  |
| (b)(1) | ✓  X  N/A |  |
| (b)(2) | ✓  X  N/A |  |
| (b)(3) | ✓  X  N/A |  |
| (b)(4) | ✓  X  N/A |  |
| (b)(5) | ✓  X  N/A |  |
| (b)(6) | ✓  X  N/A |  |
| (b)(7) | ✓  X  N/A |  |
| (c) |  |  |
| (c)(1) | ✓  X  N/A |  |
| (c)(2) | ✓  X  N/A |  |
| (d) | ✓  X  N/A |  |
| (e) | ✓  X  N/A |  |
| (f) | ✓  X  N/A |  |
| NCC.IDE.H.105 - Minimum equipment for flight | |  |  |
| (a) | A flight shall not be commenced when any of the helicopter’s instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:  (a) the helicopter is operated in accordance with the operator’s minimum equipment list (MEL)  (b) the operator is approved by the competent authority to operate the helicopter within the constraints of the master minimum equipment list (MMEL)in accordance with point ORO.MLR.105(j) or  (c) the helicopter is subject to a permit to fly issued in accordance with the applicable airworthiness requirements | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) | ✓  X  N/A |  |
| NCC.IDE.H.115 - Operating lights | |  |  |
| (a) | Helicopters operated at night shall be equipped with:  (a) an anti-collision light system  (b) navigation/position lights  (c) a landing light  (d) lighting supplied from the helicopter’s electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the helicopter  (e) lighting supplied from the helicopter’s electrical system to provide illumination in all passenger compartments  (f) an independent portable light for each crew member station and  (g) lights to conform with the International Regulations for Preventing Collisions at Sea if the helicopter is amphibious.  Refer also to : AMC1 NCC.IDE.H.115 | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) | ✓  X  N/A |  |
| (d) | ✓  X  N/A |  |
| (e) | ✓  X  N/A |  |
| (f) | ✓  X  N/A |  |
| (g) | ✓  X  N/A |  |
| **NCC.IDE.H.120 - Operations under VFR — flight and navigational instruments and associated equipment** | | | |
| (a) | (a) Helicopters operated under VFR by day shall be equipped with a means of measuring and displaying the following:  (1) magnetic heading  (2) time in hours, minutes and seconds  (3) barometric altitude  (4) indicated airspeed and  (5) slip.  (b) Helicopters operated under VMC over water and out of sight of the land, or under VMC at night, or when the visibility is less than 1,500 m, or in conditions where the helicopter cannot be maintained in a desired flight path without reference to one or more additional instruments, shall be equipped, in addition to (a), with:  (1) a means of measuring and displaying the following:  (i) attitude  (ii) vertical speed and  (iii) stabilised heading  (2) a means of indicating when the supply of power to the gyroscopic instruments is not adequate and  (3) a means of preventing malfunction of the airspeed indicating system required in (a)(4) due to condensation or icing.  (c) Whenever two pilots are required for the operation, helicopters shall be equipped with an additional separate means of displaying the following:  (1) pressure altitude  (2) indicated airspeed  (3) slip  (4) attitude, if applicable  (5) vertical speed, if applicable and  (6) stabilised heading, if applicable  Refer also to :  AMC1 NCC.IDE.H.120; AMC1 NCC.IDE.H.120(a);  AMC1 NCC.IDE.H.120(a)(2); AMC1 NCC.IDE.H.120(a)(3);  AMC1 NCC.IDE.H.120(a)(4); AMC1 NCC.IDE.H.120(b)(1)(iii);  AMC1 NCC.IDE.H.120(c) |  |  |
| (a)(1) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (a)(3) | ✓  X  N/A |  |
| (a)(4) | ✓  X  N/A |  |
| (a)(5) | ✓  X  N/A |  |
| (b) |  |  |
| (b)(1) |  |  |
| (b)(1)(i) | ✓  X  N/A |  |
| (b)(1)(ii) | ✓  X  N/A |  |
| (b)(1)(iii) | ✓  X  N/A |  |
| (b)(2) | ✓  X  N/A |  |
| (b)(3) | ✓  X  N/A |  |
| (c) |  |  |
| (c)(1) | ✓  X  N/A |  |
| (c)(2) | ✓  X  N/A |  |
| (c)(3) | ✓  X  N/A |  |
| (c)(4) | ✓  X  N/A |  |
| (c)(5) | ✓  X  N/A |  |
| (c)(6) | ✓  X  N/A |  |
| **NCC.IDE.H.125 - Operations under IFR — flight and navigational instruments and associated equipment** | | | |
| (a) | Helicopters operated under IFR shall be equipped with:  (a) a means of measuring and displaying the following:  (1) magnetic heading  (2) time in hours, minutes and seconds  (3) barometric altitude  (4) indicated airspeed  (5) vertical speed  (6) slip  (7) attitude  (8) stabilised heading and  (9) outside air temperature  (b) a means of indicating when the supply of power to the gyroscopic instruments is not adequate.  (c) whenever two pilots are required for the operation, an additional separate means of displaying the following:  (1) pressure altitude  (2) indicated airspeed  (3) vertical speed  (4) slip  (5) attitude and  (6) stabilised heading  (d) a means of preventing malfunction of the airspeed indicating systems required in (a)(4) and (c)(2) due to condensation or icing  (e) an alternate source of static pressure  (f) a chart holder in an easily readable position that can be illuminated for night operations and  (g) an additional means of measuring and displaying attitude as a standby instrument.  Refer also to :  AMC1 NCC.IDE.H.125; AMC1 NCC.IDE.H.125(a)(1);  AMC1 NCC.IDE.H.125(a)(3); GM1 NCC.IDE.H.125(a)(3);  AMC1 NCC.IDE.H.125(a)(4); AMC1 NCC.IDE.H.125(a)(8);  AMC1 NCC.IDE.H.125(a)(9); AMC1 NCC.IDE.H.125(c);  AMC1 NCC.IDE.H.125(d); AMC1 NCC.IDE.H.125(f) |  |  |
| (a)(1) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (a)(3) | ✓  X  N/A |  |
| (a)(4) | ✓  X  N/A |  |
| (a)(5) | ✓  X  N/A |  |
| (a)(6) | ✓  X  N/A |  |
| (a)(7) | ✓  X  N/A |  |
| (a)(8) | ✓  X  N/A |  |
| (a)(9) | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) |  |  |
| (c)(1) | ✓  X  N/A |  |
| (c)(2) | ✓  X  N/A |  |
| (c)(3) | ✓  X  N/A |  |
| (c)(4) | ✓  X  N/A |  |
| (c)(5) | ✓  X  N/A |  |
| (c)(6) | ✓  X  N/A |  |
| (d) | ✓  X  N/A |  |
| (e) | ✓  X  N/A |  |
| (f) | ✓  X  N/A |  |
| (g) | ✓  X  N/A |  |
| NCC.IDE.H.130 - Additional equipment for single-pilot operation under IFR | |  |  |
|  | Helicopters operated under IFR with a single-pilot shall be equipped with an autopilot with at least altitude hold and heading mode. | ✓  X  N/A |  |
| NCC.IDE.H.145 - Airborne weather detecting equipment | |  |  |
|  | Helicopters with an MOPSC of more than nine and operated under IFR or at night shall be equipped with airborne weather detecting equipment when current weather reports indicate that thunderstorms or other potentially hazardous weather conditions, regarded as detectable with airborne weather detecting equipment, may be expected to exist along the route to be flown.  Refer also to : AMC1 NCC.IDE.H.145 | ✓  X  N/A |  |
| **NCC.IDE.H.150 - Additional equipment for operations in icing conditions at night** | | | |
| (a) | (a) Helicopters operated in expected or actual icing conditions at night shall be equipped with a means to illuminate or detect the formation of ice.  (b) The means to illuminate the formation of ice shall not cause glare or reflection that would handicap flight crew members in the performance of their duties. | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| NCC.IDE.H.155 - Flight crew interphone system | |  |  |
|  | Helicopters operated by more than one flight crew member shall be equipped with a flight crew interphone system, including headsets and microphones for use by all flight crew members.  Refer also to: AMC1 CAT.IDE.H.170 | ✓  X  N/A |  |
| NCC.IDE.H.160 - Cockpit voice recorder | |  |  |
| (a) | (a) Helicopters with an MCTOM of more than 7 000 kg and first issued with an individual CofA on or after 1 January 2016 shall be equipped with a CVR.  (b) The CVR shall be capable of retaining data recorded during at least the preceding 2 hours.  (c) The CVR shall record with reference to a timescale:  (1) voice communications transmitted from or received in the flight crew compartment by radio  (2) flight crew members’ voice communications using the interphone system and the public address system, if installed  (3) the aural environment of the cockpit, including, without interruption, the audio signals received from each crew microphone and  (4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.  (d) The CVR shall start automatically to record prior to the helicopter moving under its own power and shall continue to record until the termination of the flight when the helicopter is no longer capable of moving under its own power.  (e) In addition to (d), depending on the availability of electrical power, the CVR shall start to record as early as possible during the cockpit checks prior to engine start at the beginning of the flight until the cockpit checks immediately following engine shutdown at the end of the flight.  (f) If the CVR is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the CVR is deployable, it shall have an automatic emergency locator transmitter.  Refer also to : AMC1 NCC.IDE.H.160 | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) |  |  |
| (c)(1) | ✓  X  N/A |  |
| (c)(2) | ✓  X  N/A |  |
| (c)(3) | ✓  X  N/A |  |
| (c)(4) | ✓  X  N/A |  |
| (d) | ✓  X  N/A |  |
| (e) | ✓  X  N/A |  |
| (f) | ✓  X  N/A |  |
| NCC.IDE.H.165 - Flight data recorder | |  |  |
| (a) | (a) Helicopters with an MCTOM of more than 3 175 kg and first issued with an individual CofA on or after 1 January 2016 shall be equipped with an FDR that uses a digital method of recording and storing data and for which a method of readily retrieving that data from the storage medium is available.  (b) The FDR shall record the parameters required to determine accurately the helicopter flight path, speed, attitude, engine power, configuration and operation and be capable of retaining data recorded during at least the preceding 10 hours.  (c) Data shall be obtained from helicopter sources that enable accurate correlation with information displayed to the flight crew.  (d) The FDR shall start automatically to record the data prior to the helicopter being capable of moving under its own power and shall stop automatically after the helicopter is incapable of moving under its own power.  (e) If the FDR is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the FDR is deployable, it shall have an automatic emergency locator transmitter.  Refer also to :  AMC1 NCC.IDE.H.165; AMC2 NCC.IDE.H.165 | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) | ✓  X  N/A |  |
| (d) | ✓  X  N/A |  |
| (e) | ✓  X  N/A |  |
| NCC.IDE.H.170 - Data link recording | |  |  |
| (a) | (a) Helicopters first issued with an individual CofA on or after 1 January 2016 that have the capability to operate data link communications and are required to be equipped with a CVR shall record on a recorder, where applicable:  (1) data link communication messages related to ATS communications to and from the helicopter, including messages applying to the following applications:  (i) data link initiation;  (ii) controller–pilot communication;  (iii) addressed surveillance;  (iv) flight information;  (v) as far as is practicable, given the architecture of the system, aircraft broadcast surveillance;  (vi) as far as is practicable, given the architecture of the system, aircraft operational control data; and  (vii) as far as is practicable, given the architecture of the system, graphics;  (2) information that enables correlation to any associated records related to data link communications and stored separately from the helicopter; and  (3) information on the time and priority of data link communications messages, taking into account the system’s architecture.  (b) The recorder shall use a digital method of recording and storing data and information and a method for readily retrieving that data. The recording method shall allow the data to match the data recorded on the ground.  (c) The recorder shall be capable of retaining data recorded for at least the same duration as set out for CVRs in NCC.IDE.H.160.  (d) If the recorder is not deployable, it shall have a device to assist in locating it under water. By 1 January 2020 at the latest, this device shall have a minimum underwater transmission time of 90 days. If the recorder is deployable, it shall have an automatic emergency locator transmitter.  (e) The requirements applicable to the start and stop logic of the recorder are the same as the requirements applicable to the start and stop logic of the CVR contained in NCC.IDE.H.160(d) and (e).  Refer also to :  AMC1 NCC.IDE.H.170; GM1 NCC.IDE.H.170; GM1 NCC.IDE.H.170(a) |  |  |
| (a)(1)(i) | ✓  X  N/A |  |
| (a)(1)(ii) | ✓  X  N/A |  |
| (a)(1)(iii) | ✓  X  N/A |  |
| (a)(1)(iv) | ✓  X  N/A |  |
| (a)(1)(v) | ✓  X  N/A |  |
| (a)(1)(vi) | ✓  X  N/A |  |
| (a)(1)(vii) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (a)(3) | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) | ✓  X  N/A |  |
| (d) | ✓  X  N/A |  |
| (e) | ✓  X  N/A |  |
| NCC.IDE.H.175 - Flight data and cockpit voice combination recorder | |  |  |
|  | Compliance with CVR and FDR requirements may be achieved by one flight data and cockpit voice combination recorder.  Refer also to: GM1 NCC.IDE.H.175 | ✓  X  N/A |  |
| **NCC.IDE.H.180 - Seats, seat safety belts, restraint systems and child restraint devices** | | | |
| (a) | (a) Helicopters shall be equipped with:  (1) a seat or berth for each person on board who is aged 24 months or more; (2) a seat belt on each passenger seat and restraining belts for each berth; (3) for helicopters first issued with an individual CofA after 31 December 2012, a seat belt with an upper torso restraint system for each passenger who is aged 24 months or more;  (4) a child restraint device (CRD) for each person on board younger than 24 months;  (5) a seat belt with upper torso restraint system incorporating a device that will automatically restrain the occupant’s torso in the event of rapid deceleration on each flight crew seat; and  (6) a seat belt with upper torso restraint system on the seats for the minimum required cabin crew, in the case of helicopters first issued with an individual CofA after 31 December 1980.  (b) A seat belt with upper torso restraint system shall:  (1) have a single point release; and  (2) on flight crew seats, on any seat alongside a pilot’s seat and on the seats for the minimum required cabin crew, include two shoulder straps and a seat belt that may be used independently.  Refer also to :  AMC1 NCC.IDE.H.180; AMC2 NCC.IDE.H.180; AMC3 NCC.IDE.H.180 |  |  |
| (a)(1) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (a)(3) | ✓  X  N/A |  |
| (a)(4) | ✓  X  N/A |  |
| (a)(5) | ✓  X  N/A |  |
| (a)(6) | ✓  X  N/A |  |
| (b) |  |  |
| (b)(1) | ✓  X  N/A |  |
| (b)(2) | ✓  X  N/A |  |
| NCC.IDE.H.185 - Fasten seat belt and no smoking signs | |  |  |
|  | Helicopters in which not all passenger seats are visible from the flight crew seat(s) shall be equipped with a means of indicating to all passengers and cabin crew when seat belts shall be fastened and when smoking is not allowed. | ✓  X  N/A |  |
| NCC.IDE.H.190 - First-aid kit | |  |  |
| (a) | (a) Helicopters shall be equipped with at least one first-aid kit.  (b) First-aid kits shall be  (1) readily accessible for use  (2) kept up to date.  Refer also to: AMC1 NCC.IDE.H.190; AMC2 NCC.IDE.H.190 | ✓  X  N/A |  |
| (b) |  |  |
| (b)(1) | ✓  X  N/A |  |
| (b)(2) | ✓  X  N/A |  |
| NCC.IDE.H.200 - Supplemental oxygen — non-pressurised helicopters | |  |  |
| (a) | (a) Non-pressurised helicopters operated at flight altitudes when the oxygen supply is required in accordance with (b) shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the required oxygen supplies.  (b) Non-pressurised helicopters operated above flight altitudes at which the pressure altitude in the passenger compartments is above 10 000 ft shall carry enough breathing oxygen to supply:  (1) all crew members and at least 10 % of the passengers for any period in excess of 30 minutes when the pressure altitude in the passenger compartment will be between 10,000 ft and 13,000 ft and  (2) all crew members and passengers for any period that the pressure altitude in the passenger compartment will be above 13,000 ft.  Refer also to : AMC1 NCC.IDE.H.200 | ✓  X  N/A |  |
| (b) |  |  |
| (b)(1) | ✓  X  N/A |  |
| (b)(2) | ✓  X  N/A |  |
| NCC.IDE.H.205 - Hand fire extinguishers | |  |  |
| (a) | (a) Helicopters shall be equipped with at least one hand fire extinguisher:  (1) in the flight crew compartment; and  (2) in each passenger compartment that is separate from the flight crew compartment, except if the compartment is readily accessible to the flight crew.  (b) The type and quantity of extinguishing agent for the required fire extinguishers shall be suitable for the type of fire likely to occur in the compartment where the extinguisher is intended to be used and to minimise the hazard of toxic gas concentration in compartments occupied by persons.  Refer also to : AMC1 NCC.IDE.H.205 |  |  |
| (a)(1) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| NCC.IDE.H.210 - Marking of break-in points | |  |  |
|  | If areas of the helicopter’s fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1.  Figure 1    Refer also to: AMC1 NCC.IDE.H.210 | ✓  X  N/A |  |
| NCC.IDE.H.215 - Emergency locator transmitter (ELT) | |  |  |
| (a) | (a) Helicopters shall be equipped with at least one automatic ELT.  (b) An ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.  Refer also to: AMC1 NCC.IDE.H.215; AMC2 NCC.IDE.H.215 | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| NCC.IDE.H.225 - Life-jackets | |  |  |
| (a) | (a) Helicopters shall be equipped with a life-jacket for each person on board or equivalent individual floatation device for each person on board younger than 24 months, which shall be worn or stowed in a position that is readily accessible from the seat or berth of the person for whose use it is provided, when:  (1) operated on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed, where in the case of the critical engine failure, the helicopter is able to sustain level flight  (2) operated on a flight over water beyond auto rotational distance from the land, where in the case of critical engine failure, the helicopter is not able to sustain level flight; or  (3) taking off or landing at an aerodrome or operating site where the take-off or approach path is over water.  (b) Each life-jacket or equivalent individual flotation device shall be equipped with a means of electric illumination for the purpose of facilitating the location of persons.  Refer also to :  GM1 NCC.IDE.H.225; AMC1 NCC.IDE.H.225(a); AMC1 NCC.IDE.225(b) |  |  |
| (a)(1) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (a)(3) | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| NCC.IDE.H.226 – Crew survival suits | |  |  |
| (a) | Each crew member shall wear a survival suit when so determined by the pilot-in-command based on a risk assessment taking into account the following conditions:  (a) flights over water beyond autorotational distance or safe forced landing distance from land, where in the case of a critical engine failure, the helicopter is not able to sustain level flight; and  (b) the weather report or forecasts available to the commander/pilot-in-command indicate that the sea temperature will be less than plus 10 °C during the flight.  Refer also to : GM1 NCC.IDE.H.226 | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| **NCC.IDE.H.227 – Life-rafts, survival ELT’s and survival equipment on extended overwater flights** | | | |
| (a) | Helicopters operated:  (a) on a flight over water at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed, where in the case of the critical engine failure, the helicopter is able to sustain level flight or  (b) on a flight over water at a distance corresponding to more than 3 minutes flying time at normal cruising speed, where in the case of the critical engine failure, the helicopter is not able to sustain level flight, and if so determined by the pilot-in-command by means of a risk assessment; shall be equipped with: (1) in the case of a helicopter carrying less than 12 persons, at least one life-raft with a rated capacity of not less than the maximum number of persons on board, stowed so as to facilitate their ready use in emergency  (2) in the case of a helicopter carrying more than 11 persons, at least two life-rafts, stowed so as to facilitate their ready use in an emergency, sufficient together to accommodate all persons capable of being carried on board and, if one is lost the remaining life-raft(s) having the overload capacity sufficient to accommodate all persons on the helicopter  (3) at least one survival ELT (ELT(S)) for each required life-raft and  (4) life-saving equipment, including means of sustaining life, as appropriate to the flight to be undertaken.  Refer also to : AMC1 NCC.IDE.H.227 | ✓  X  N/A |  |
| (b) |  |  |
| (b)(1) | ✓  X  N/A |  |
| (b)(2) | ✓  X  N/A |  |
| (b)(3) | ✓  X  N/A |  |
| (b)(4) | ✓  X  N/A |  |
| NCC.IDE.H.230 - Survival equipment | |  |  |
| (a) | Helicopters operated over areas in which search and rescue would be especially difficult shall be equipped with:  (a) signalling equipment to make distress signals;  (b) at least one survival ELT (ELT(S)); and  (c) additional survival equipment for the route to be flown taking account of the number of persons on board.  Refer also to : AMC1 NCC.IDE.H.230; AMC2 NCC.IDE.H.230;  GM1 NCC.IDE.H.230; GM2 NCC.IDE.H.230 | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) | ✓  X  N/A |  |
| **NCC.IDE.H.232 - Helicopters certified for operating on water — miscellaneous equipment** | | | |
| (a) | Helicopters certified for operating on water shall be equipped with:  (a) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the helicopter on water, appropriate to its size, weight and handling characteristics; and  (b) equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.  Refer also to: GM1 NCC.IDE.H.232 | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| NCC.IDE.H.235- All helicopters on flights over water — ditching | |  |  |
|  | Helicopters shall be designed for landing on water or certified for ditching in accordance with the relevant airworthiness code or fitted with emergency flotation equipment when operated on a flight over water in a hostile environment at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed.  Refer also to : AMC1 NCC.IDE.H.235 | ✓  X  N/A |  |
| NCC.IDE.H.240 - Headset | |  |  |
|  | Whenever a radio communication and/or radio navigation system is required, helicopters shall be equipped with a headset with boom microphone or equivalent and a transmit button on the flight controls for each required pilot and/or crew member at his/her assigned station.  .  Refer also to: GM1 NCC.IDE.H.240 | ✓  X  N/A |  |
| NCC.IDE.H.245 - Radio communication equipment | |  |  |
| (a) | (a) Helicopters operated under IFR or at night, or when required by the applicable airspace requirements, shall be equipped with radio communication equipment that, under normal radio propagating conditions, shall be capable of:  (1) conducting two-way communication for aerodrome control purposes;  (2) receiving meteorological information;  (3) conducting two-way communication at any time during flight with those aeronautical stations and on those frequencies prescribed by the appropriate authority; and  (4) providing for communication on the aeronautical emergency frequency 121,5 MHz.  (b) When more than one communications equipment unit is required, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.  (c) When a radio communication system is required, and in addition to the flight crew interphone system required in NCC.IDE.H.155, helicopters shall be equipped with a transmit button on the flight controls for each required pilot and crew member at his/her assigned station.  Refer also to : GM1 NCC.IDE.H.245 |  |  |
| (a)(1) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (a)(3) | ✓  X  N/A |  |
| (a)(4) | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) | ✓  X  N/A |  |
| **NCC.IDE.H.250 – Navigation equipment** | | | |
| (a) | (a) Helicopters shall be equipped with navigation equipment that will enable them to proceed in accordance with:  (1) the ATS flight plan, if applicable; and  (2) the applicable airspace requirements.  (b) Helicopters shall have sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment shall allow safe navigation in accordance with (a), or an appropriate contingency action, to be completed safely.  (c) Helicopters operated on flights in which it is intended to land in IMC shall be equipped with navigation equipment capable of providing guidance to a point from which a visual landing can be performed. This equipment shall be capable of providing such guidance for each aerodrome at which it is intended to land in IMC and for any designated alternate aerodromes.  (d) When PBN is required the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.  (e) Helicopters shall be equipped with surveillance equipment in accordance with the applicable airspace requirements  Refer also to : GM1 NCC.IDE.H.250; GM2 NCC.IDE.H.250 |  |  |
| (a)(1) | ✓  X  N/A |  |
| (a)(2) | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) | ✓  X  N/A |  |
| (d) | ✓  X  N/A |  |
| (e) | ✓  X  N/A |  |
| NCC.IDE.H.255 - Transponder | |  |  |
|  | Helicopters shall be equipped with a pressure altitude reporting secondary surveillance radar (SSR) transponder and any other SSR transponder capability required for the route being flown.  Refer also to: AMC1 NCC.IDE.H.255 | ✓  X  N/A |  |
| NCC.IDE.H.260 - Management of aeronautical databases | |  |  |
| (a) | a) Aeronautical databases used on certified aircraft system applications shall meet data quality requirements that are adequate for the intended use of the data.  (b) The operator shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to all aircraft that require them.  (c) Notwithstanding any other occurrence reporting requirements as defined in Regulation (EU) No 376/2014, the operator shall report to the database provider instances of erroneous, inconsistent or missing data that might be reasonably expected to constitute a hazard to flight. In such cases, the operator shall inform flight crew and other personnel concerned, and shall ensure that the affected data is not used.  Refer also to :  AMC1 NCC.IDE.H.260; GM1 NCC.IDE.H.260; GM2 NCC.IDE.H.260;  GM3 NCC.IDE.H.260 | ✓  X  N/A |  |
| (b) | ✓  X  N/A |  |
| (c) | ✓  X  N/A |  |

|  |  |
| --- | --- |
| Compliance Declaration Statement  I confirm that the above identified aircraft shows conformance with regulation (EU) 965/2012 Annex IV, Subpart D, Section 2 requirement, as recorded upon this statement. | |
| Name: | Organisation: |
| Position: | Approval Reference: |
| Signature: | Date: |

**NOTES :**

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

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

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

**Data Protection Notice**

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

**Data Protection Privacy Notice**

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

1. **The information we collect and how we use it**
   1. From this application form Transport Malta collects different types of information which information is that required by Law and is used explicitly for your particular application. It is to be noted that if the required information is not provided the said application cannot be processed.
   2. The primary purpose for collecting information is mainly to process the application for the service being applied for, however, your personal information may also be used for related purposes that amongst other include: sending notifications, renewal of licence/certificate after expiry period, and for the provision of information with regards to any legislative amendments which may affect the services offered to you.
2. **To whom we disclose information**
   1. This information will be solely used for the reasons detailed above. However there may be cases where personal iinformation is shared with the following third parties for reasons listed below:

* Any third party offering assistance in providing the required service;
* Any law enforcement body who may have any reasonable requirement to access your personal information;
* Third party entities responsible for the data processing contracted by Transport Malta.

1. **Data Subject Rights**

3.1. With respect to your privacy rights, Transport Malta is obliged to provide you with reasonable access to the Personal Data that you have provided to us. Your other principal rights under data protection law are:

1. the right for information;
2. the right to access;
3. the right to rectification;
4. the right to erasure;
5. the right to restrict processing;
6. the right to object to processing;
7. the right to data portability;
8. the right to complain to a supervisory authority; and
9. the right to withdraw consent.

3.2. If you wish to access or amend any Personal Data we hold about you, or to request that we delete any information about you, you may contact us by sending a request to [dataprotection.tm@transport.gov.mt](mailto:dataprotection.tm@transport.gov.mt). We will acknowledge your request within seventy-two (72) hours and will do our utmost to handle it promptly. We will respond to these requests within a month, with a possibility to extend this period for particularly complex requests in accordance with Applicable Law.

3.3. At any time, you may object to the processing of your Personal Data, on legitimate grounds, except if otherwise permitted by applicable law.

3.4. In accordance with Applicable Law, we reserve the right to withhold personal data if disclosing it would adversely affect the rights and freedoms of others. Moreover, we reserve the right to charge a fee for complying with such requests if they are deemed manifestly unfounded or excessive.

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

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

5.2. If we learn of a security systems breach, we will inform you of the occurrence of the breach in accordance with applicable law.

1. **Governing Law**

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

**7. Data Protection Officer**

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

1. **Contacting us**

8.1. Please address any questions, comments and requests regarding the application process to [civil.aviation@transport.gov.mt](mailto:civil.aviation@transport.gov.mt)