

Operator:			Date of Inspection:			Place of Inspection:	
Aircraft Type:		Aircraft Registration:					
Item	Check Item	Criteria	Minimum Equipment Required	Assessment		Method of compliance	CAAT Verification
				YES	N/A		
2 All aeroplanes							
2.(b) Safety Equipment							
2. (b.1.a)	First Aid Kits		0 – 100 pax : 1 101 – 200 pax : 2 201 – 300 pax : 3 301 – 400 pax : 4 401 – 500 pax : 5 Over 500 pax: 6				
2. (b.1.b)	Universal Precaution Kits		With cabin crew : 1 More than 250 pax : 2				
2. (b.1.c)	Medical Kit	More than 2 hours sector length	More than 100 pax: 1				
2. (b.2)	Applicable to: aeroplanes whose individual CofA first issued by a contracting state on or after 31 December 2016						
	Portable Fire Extinguishers	No substances that deplete the Ozone Layer as listed in the 1987 Montreal Protocol on, ICAO Annex A, Group II	Pilots Compartment : 1				
			Each pax cabin: 1				
2. (b.2.b)	Applicable to: aeroplanes whose individual CofA first issued by a contracting state on or after 31 December 2011						
	Built in Fire Extinguishers	No substances that deplete the Ozone Layer as listed in the 1987 Montreal Protocol on, ICAO Annex A, Group II					

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				YES	N/A		
2. (b.3)	Seat belt		Each pax seat: 1				
	Restraining Belts		Each pax berth: 1				
	Safety harness		Each flight crew seat: 1				
	Automatic Restraining harness		Each pilot seat: 1				
2. (b.4)	Instructions of - Life jackets usage - Emergency exit opening - Oxygen mask usage - Seat belt fastening		Each pax seat: 1				
	No smoking placards		-				
2. (b.5)	Spare electrical fuses						
2. (c) Onboard Documents							
2. (c.1)	Operation Manual		1				
2. (c.2)	AOM/AFM		1				
2. (c.3)	Flight Charts		1				
2. (c.4)	List of Pax		1				
	List of Departure airports		1				
	List of Destination airports		1				
2. (c.5)	List of Cargo		1				
2. (c.6)	Journey Log book		1				
2. (c.7)	Copy of certified AOC issued by CAAT		1				
2. (c.8)	Noise Certificate		1				
2. (c.9)	MEL		1				
2. (c.10)	Operational Flight Plan		-				

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				YES	N/A		
2. (c.11)	Weather Report		1				
2. (c.12)	Weight and Balance Report		1				
2. (c.13)	NOTAM		1				
2. (c.14)	Aerodrome information		1				
2 (d) Break-in marks							
2. (d.)	Break-in marks	Break-in located on the suitable areas of the fuselage Red or Yellow, using white paint if necessary Less than 2 m apart, intermediate lines 9 cm x 3 cm shall be inserted if required. Intermediate lines 9 cm x 3 cm shall be inserted if required					
3. All aeroplanes							
3. (b) Flight Recorders are required for aeroplanes whose specifications match the criteria specified in the table below (See Notes for the recorder definitions)							
3. (b.4.a)	Applicable to: All turbine-engine aeroplanes with MCTOM 5700 kg or less and type certification application submitted to a contracting state on or after 1 January 2016						
	Type II FDR or		1				
	Class C AIR or	Capable of recording flight path and speed parameters displayed to the pilot(s)	1				
	ADRS	Capable of recording the essential parameters defined in ICAO Annex 6, Part I	1				
3. (b.4.b)	Applicable to: All turbine-engine aeroplanes with MCTOM 5700 kg or less and Individual CofA first issued by a contracting state on or after 1 January 2016						
	Type II FDR or		1				
	Class C AIR or	Capable of recording flight path and speed parameters displayed to the pilot(s)	1				
	ADRS	Capable of recording the essential parameters defined in ICAO Annex 6, Part 1, Table A8-3 of Appendix 8	1				
3. (b.4.c)	Applicable to: All turbine-engine aeroplanes with MCTOM over 27000 kg and Individual CofA first issued by a contracting state on or after 1 January 1989						
	Type I FDR		1				

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				YES	N/A		
3. (b.4.d)	Applicable to: All aeroplanes with MCTOM over 5700 kg, up to and including 27000 kg and Individual CoFA first issued by a contracting state on or after 1 January 1989						
	Type II FDR		1				
3. (b.4.e)	Applicable to: All turbine-engine aeroplanes with MCTOM over 5700 kg, except those in item 3. (b.4f) and individual CoFA first issued by a contracting state on or after 1 January 1987 but before 1 January 1989						
	FDR	Capable of recording time, altitude, airspeed, normal acceleration and heading	1				
3. (b.4.f)	Applicable to: All turbine-engine aeroplanes with MCTOM over 27000 kg and individual CoFA first issued by a contracting state on or after 1 January 1987 but before 1 January 1989 and Type Certificate approved by a contracting state after 30 September 1969						
	Type II FDR		1				
3. (b.4.g)	Applicable to: All aeroplanes with MCTOM over 5700 kg and individual CoFA first issued by a contracting state on or after 1 January 1987						
	FDR	Capable of recording time, altitude, airspeed, normal acceleration and heading	1				
3. (b.4.h)	Applicable to: All aeroplanes with MCTOM over 5700 kg and individual CoFA first issued by a contracting state on or after 1 January 2005						
	Type IA FDR		1				
3. (b.4.i)	Applicable to: All aeroplanes required to be fitted with an FDR to and type certification application submitted to a contracting state on or after 1 January 2016						
	FDR	Capable of recording Normal, Lateral and Longitudinal accelerations Maximum sampling and recording interval of 0.625 seconds Capable of recording Maximum sampling and recording interval of 0.125 seconds	1				
<p>Note 1: Types I and IA FDR shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power, configuration and operation as prescribed in ICAO Annex 6, Part 1, Appendix 8</p> <p>Note 2: Types II and IIA FDRs shall record the parameters required to determine accurately the aeroplane flight path, speed, attitude, engine power and configuration of lift and drag devices as prescribed in ICAO, Annex 6, Part 1, Appendix 8</p> <p>Note 3: All FDRs shall be capable of retaining the information recorded during at least the last 25 hours of their operation except for Type IIA FDR which shall be capable of retaining the information recorded during at least the last 30 minutes</p> <p>Note 4: Engraving metal foil FDRs, Analogue FDRs using frequency modulation (FM), Photographic Film FDRs or Magnetic Tape FDRs are prohibited on all aeroplanes</p>							

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3. (c) Cockpit Voice Recorder and Cockpit Audio Recording Systems							
3. (c.1)	Applicable to: All turbine-engine aeroplanes operated by more than 1 pilot with MCTOM over 2250 kg upto and including 5700 kg and type certification application submitted to a contracting state on or after 1 January 2016						
	CVR or	Complying with a standard EUROCAE Document ED-112 Minimum Operational Performance Specification (MOPS) for Crash Protected Airborne Recorder Systems or other equivalent standards	1				
	Cockpit Audio Recording Systems (CARS)	Complying with a standard of EUROCAE Document ED-155 Minimum Operational Performance Specification (MOPS) for Light Weight Recorder Systems or other equivalent standard	1				
3. (c.2)	Applicable to: All aeroplanes with MCTOM over 5700 kg and individual CofA first issued by a contracting state on or after 1 January 2003						
	CVR	Capable of retaining the information recorded during at least the last 2 hours of its operation	1				
3. (c.3)	Applicable to: All aeroplanes with MCTOM over 5700 kg and individual CofA first issued by a contracting state on or after 1 January 1987						
	CVR		1				
3. (c.4)	Applicable to: All aeroplanes with MCTOM over 27000 kg whose individual CofA first issued by a contracting state before 1 January 1987 and type certification approved on or after 30 September 1969						
	CVR		1				
Note 1: The use of magnetic tape and wire CVRs is prohibited							
Note 2: All CVRs shall be capable of retaining the information recorded during at least the last 2 hours of their operation							
3. (c.9)	Applicable to: All aeroplanes with MCTOM over 27000 kg and type certificate approved on or after 1 January 2018						
	Alternate power source	Powers the forward CVR in the case of combination recorders	1				
Note 1: An alternate power source shall automatically engage and provide ten minutes (+/- 1 minute), of operation whenever aeroplane power to the recorder ceases, either by normal shutdown or by any other loss of power. The alternate power source shall power the CVR and its associated cockpit area microphone components. The CVR shall be located as close as practicable to the alternate power source.							

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3. (d) Data Link Recorder (DLR)							
	Applicable to: All aeroplanes whose individual CofA submitted or modified on or after 1 January 2016 utilizing any of the data link communications applications listed in ICAO Annex 6, Part I and are required to carry a CVR						
	Data Link Recorder (DLR)	Record on a flight recorder the data link communications messages. The minimum recording duration shall be equal to the duration of the CVR. Capable of correlating to the recorded cockpit audio	1				
3. (e) Combination Recorders							
3. (e.3)	Applicable to: All aeroplanes of a MCTOM of over 15000 kg for which the application for type certification application submitted to a contracting state on or after 1 January 2016, and which are required to be equipped with both a CVR and an FDR						
	Combination recorders (FDR/CVR)	Located as close to the cockpit as practicable	1				
		Located as far aft as practicable	1				
4. Applicable to all aeroplanes operated as VFR Flights							
4. (a)	Magnetic Compass		1				
4. (b)	Accurate timepiece	Indicating the time in hours, minutes and seconds	1				
4. (c)	Sensitive pressure altimeter		1				
4. (d)	Airspeed indicator		1				
5 All aeroplanes on Flights over water							
5. (a) Seaplanes							
5. (a.1)	Life jacket, or equivalent individual flotation device	Equipped with a means of electric illumination for the purpose of facilitating the location of persons Stowed in a position easily accessible from the seat or berth of the person for whose use it is provided	Each pax cabin: 1				
5. (a.2)	Equipment for making the sound signals	As prescribed in the International Regulations for Preventing Collisions at Sea, where applicable	1				
5. (a.3)	Sea anchor (drogue)		1				

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5. (b) Landplanes							
5. (b)	Life jacket, or equivalent individual flotation device	Equipped with means of electric illumination for the purpose of facilitating the location of persons Stowed in a position easily accessible from the seat or berth of the person for whose use it is provide	Each pax cabin: 1				
Note 1: Applicable when flying over water and at a distance of more than 93 km (50 NM) away from the shore, in the case of landplanes operated in accordance with ICAO Annex 6, Part 1, 5.2.9 or 5.2.10							
Note 2: Applicable when flying en route over water beyond gliding distance from the shore							
Note 3: Applicable when taking off or landing at an aerodrome where the take-off or approach path is so disposed over water							
5. (c) All aeroplanes on Long-Range Over-Water Flights require additional equipment in addition to the equipment prescribed in item 5. (a) or 5. (b) whichever is applicable							
	Equipment for making the pyrotechnical distress signals	Applicable when operates in conditions stated in the notes below	1				
	Life-saving rafts	Stowed so as to facilitate their ready use in emergency Including means of sustaining life Applicable when operates in conditions stated in the notes below	Sufficient number to carry all persons on board				
Note 1: Applicable when flying over water at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), away from land suitable for making an emergency landing in the case of aeroplane operated in accordance with ICAO Annex 6, Part 1 item 5.2.9 or 5.2.10							
Note 2: Applicable when flying more than 30 minutes or 185 km (100 NM), away from land suitable for making an emergency landing by aeroplanes other than prescribed in Note 1							
5. (d) Underwater Location Beacon (ULB)							
Applicable to: all aeroplanes operate in accordance with 5. (a) or 5. (b) with MCTOM over 27000 kg required to be equipped with ULB before 1 January 2019							
	Underwater locating device	Complying with the SAE AS6254 standard, operating at a frequency of 8.8 kHz Capable of operating for a minimum of 30 days Securely attached and not installed in wings or empennage					

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6. Aeroplanes on flights over designated land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult							
	Signalling Devices		1				
	Life-saving equipment	Including means of sustaining life as may be appropriate to the area overflown.	Sufficient numbers to carry all persons on board				
7. All aeroplanes on high altitude flights							
7 (a)	Applicable to: Aeroplanes operated at flight altitudes at which the atmospheric pressure is less than 700 hPa (10000 ft) in personnel compartments						
	Oxygen storage and Dispensing apparatus	Capable of storing and dispensing the oxygen supplies in accordance with the requirement in ICAO Annex 6, Part 1, 4.3.9.1					
7. (b)	Applicable to: Aeroplanes operated at flight altitudes at which the atmospheric pressure is less than 700 hPa (10000 ft) but provided with means of maintaining pressures greater than 700 hPa in personnel compartments						
	Oxygen storage and Dispensing apparatus	Capable of storing and dispensing the oxygen supplies in accordance with the requirement in ICAO Annex 6, Part 1, 4.3.9.2					
7. (c)	Applicable to: Pressurized aeroplanes operated at flight altitudes at which the atmospheric pressure is less than 376 hPa (25000 ft)						
	Low cabin pressure warning system	Providing positive warning to the flight crew of any dangerous loss of pressurization	1				
7. (d)	Applicable to: Aeroplanes operated at flight altitudes at which the atmospheric pressure is less than 376 hPa, or which, if operated at flight altitudes at which						
	Automatically Deployable Oxygen	Satisfied the requirements of ICAO Annex 6, Part 1, 4.3.9.2	Exceed the number of passenger and cabin crew seats by at least 10 percent				
8. All aeroplanes expected to be encountered with icing conditions							
	De-icing and/or anti-icing devices						
9. All aeroplanes operated in accordance with IFR							
9. (a.1)	Magnetic compass		1				
9. (a.2)	Accurate timepiece	Indicating the time in hours, minutes and seconds	1				
9. (a.3)	Sensitive pressure altimeters	Equipped with counter drum-pointer or equivalent presentation	2				
Note: Three- pointer nor drum- pointer altimeters do not satisfy this requirement							

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9. (a.4)	Airspeed indicating system	With means of preventing malfunctioning due to either condensation or icing	1				
9. (a.5)	Turn and slip indicator		1				
9. (a.6)	Attitude indicator (artificial horizon)		1				
9. (a.7)	Heading indicator (directional gyroscope)		1				
9. (a.8)	Power Supply Indicator to the Gyroscopic Instrument		1				
9. (a.9)	Outside Air Temperature indicator		1				
9. (a.10)	Rate-of-climb and Descent Indicator		1				
9. (a.10)	Standby Attitude Indicator		1				
9. (b)	Applicable to: All aeroplanes with MCTOM over 5700 kg						
	Emergency power supply	<p>Independent of the main electrical generating system</p> <p>Electrically operating and illuminating attitude indicating instruments for a minimum period of 30 minutes, an attitude indicating instrument (artificial horizon), clearly visible to the pilot-in-command.</p> <p>Automatically operative after the total failure of the main electrical generating system</p> <p>Clear indication shall be given on the instrument panel that the attitude indicator(s) is being operated by emergency power</p>	1				
10. All aeroplanes when operated at night (in addition to (9) above for IFR							
10. (b)	Lights listed Appendix C						
10. (c)	Landing lights	Landing lights, or	2				
		With two separately energized filament	1				

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10. (d)	Instrument panel lighting						
10. (e)	Lights in all passenger compartments;		1 per pax/seat row				
10. (f)	Independent portable light for each crew member station		1 per station				
11. All pressurized airplanes carrying passengers							
	Operative weather radar	Required when operated in areas where thunderstorms or other potentially hazardous weather conditions may be expected to exist along the route either at night or under instrument meteorological conditions (IMC)	1				
12. All aeroplanes operated above 15000 m (49000 ft)							
	Radiation Detector	Measuring and indicating continuously: - The dose rate of total cosmic radiation being received - The cumulative dose on each flight The display unit of the equipment is readily visible to a flight crew member	1				
13. All aeroplanes complying with the noise certification standard							
	A document attesting noise certification	Written in English	1				
14. All aeroplanes with speed limitations expressed in terms of Mach number							
	Mach number indicator		1				
15. All aeroplanes required to be equipped with Ground Proximity Warning Systems (GPWS)							
15. (b)	Applicable to: All turbine-engine aeroplanes with MCTOM over 5700 kg or authorized to carry more than 9 passengers						
	GPWS	Providing the warnings as listed in Note 2 and EGPWS	1				
15 (a)	Applicable to: All piston-engined aeroplanes with MCTOM over 5700 kg or authorized to carry more than 9 passengers						
	GPWS	Providing the warnings as listed in Note 2 (a), Note 2 (c) and EGPWS	1				
Note 1: A GPWS 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							
Note 2: A GPWS shall provide warnings of the following circumstances							

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16. All aeroplanes carrying passengers							
	Cabin Crew Seats	Installed at a forward or rearward facing within 15 degrees of the longitudinal axis of the aeroplane Fitted with a safety harness Located near floor level and other emergency exits as required by the State of Registry for emergency evacuation	1 per cabin crew				
17. Emergency Locator Transmitter (ELT)							
17. (a)	Applicable to: All aeroplanes carrying more than 19 passengers except aeroplanes prescribed in item 17. (b)						
	ELT		Automatic: 1, or Any: 2				
17. (b)	Applicable to: All aeroplanes authorized to carry more than 19 passengers and individual CofA first issued by a contracting state after 1 July 2008						
	ELT	Equipped with at least 1 automatic ELT	2				
17. (c)	Applicable to: All aeroplanes authorized to carry 19 passengers or less except aeroplanes prescribed in item 17. (d) below and individual CofA first issued by a contracting state after 1 July 2008						
	ELT	Any type	1				
17. (d)	Applicable to: All aeroplanes authorized to carry 19 passengers or less and individual CofA first issued by a contracting state after 1 July 2008						
	ELT	Automatic	1				
Note: ELT equipment carried on all aeroplanes shall operate simultaneously at 121.5 MHz and 406MHz.							
18. Airborne Collision Avoidance System: ACAS II							
	Applicable to: All turbine-engine aeroplanes with MCTOM over 5700 kg, or authorized to carry more than 19 passengers						
	ACAS II	TCAS must be upgraded to TCAS 7.1 which monitors own aircraft's vertical rate to verify compliance with the resolutopn advisory sense	1				
19. All aeroplanes required to be equipped with a Pressure-Altitude Reporting Transponder							
	Pressure-altitude reporting transponder	Provides pressure-altitude information with a resolution of 7.62 m (25 ft), or better	1				

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				YES	N/A		
20. Microphones							
	Microphones	Boom or Throat microphones capable of operating below the transition level/altitude	Sufficient for all crews in the flight deck				
21. Forward-looking wind shear warning system							
	Applicable to: All turbine-jet aeroplanes with Certified MTOM over 5700 kg, or Authorized to carry more than 9 passengers						
	Forward-looking wind shear warning system		1				
22. All aeroplanes operated by a single pilot under the IFR or at night							
22. (a)	Auto Pilot	With at least altitude hold and heading select modes	1				
22. (b)	A headset	With Boom microphones or equivalent	1				
22. (c)	Means of displaying charts	Enable the charts to be readable in all ambient light conditions	1				
23 Communication equipment							
	Radio communication equipment	Two-way communication for aerodrome control purposes Receiving meteorological information at any time during flight Conducting two-way communication at any time during flight with aeronautical station on specified frequencies Two-way communication by using emergency frequency 121.5 MHz In accordance with the RCP type(s), when operated within an airspace prescribed in ICAO Manual on RCP (Doc 9869).	1				

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24 Navigation Equipment							
	Navigation equipment	Enable an aeroplane to proceed in accordance with its operational flight plan and the requirements of air traffic services, except navigation for flights under the VFR	1				
25 Electronic Navigation Data							
	Electronic Navigation Data	An operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground, unless Containing procedures for ensuring that the process applied and the products delivered have met acceptable standards of integrity and that the products are compatible with the intended function of the equipment that will use them					
26 Instrument Landing System, Precision Approach Landing Category I, II, III, RVSM, RNP, RNAV, MNOS and PBN							
	Applicable to: All aeroplanes operated under ILS, Precision Approach Landing Category I, II, III and operated within an area of RVSM, RNP, RNAV, MNPS and PBN						
	Instruments, equipment or operating systems	In accordance with AOCR on the operation approval for RVSM, RNP, MNPS and ILS CAT II, III					
27 Extended range operations by aeroplanes with two turbine engines (ETOPS).							
	Applicable to: All two-turbine engine aeroplanes operating under ETOPS						
	Instruments/equipment	In accordance with AOCR on the operation approval for ETOPS. See GM for ETOPS also					
28 Aeroplanes equipped with Head Up Displays (HUD) or Enhanced Vision System (EVS)							
	Head Up Displayed (HUD)	In accordance with AOCR. See GM for HUDs also					
	Enhanced Vision System (EVS)	In accordance with AOCR. See GM for EVS also					
29 Aeroplanes equipped with Electronic flight bags (EFBs)							
	Electronic Flight Bags (EFBs)	In accordance with AOCR on the operation approval for EFB. See GM for EFB also					