

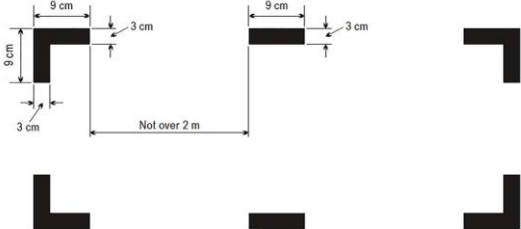
Operator		Aircraft Type	
Aircraft Registration		MSN	

GA.IDE.A	Subject	Compliant √/X/N/A	Method of Compliance or reason for non applicability
100	Instruments and equipment – general		
(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 GA.IDE.A.190;		
(3)	used to comply with GA.IDE.A.195; or		
(4)	installed in the aeroplane		
(b)	The following items, when required under this Subpart, do not need an equipment approval:		
(1)	spare fuses;		
(2)	independent portable lights;		
(3)	an accurate time piece;		
(4)	first-aid kit;		
(5)	survival and signalling equipment;		
(6)	sea anchor and equipment for mooring;		
(7)	child restraint device;		
(8)	a simple PCDS used by a task specialist as a restraint device.		
(c)	Instruments and equipment not required this subpart, but is carried on a flight, shall comply with the following requirements:		
(1)	the information provided by those instruments or equipment shall not be used by the flight crew members to comply with applicable airworthiness requirements or points GA.IDE.A.190 and GA.IDE.A.195.		
(2)	the instruments and equipment shall not affect the airworthiness of the aeroplane, 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)	All required emergency equipment shall be easily accessible for immediate use.		
105	Minimum equipment for flight		
	A flight shall not be commenced when any of the aeroplane instruments, items of equipment or functions required for the intended flight are inoperative or missing, unless:		
(a)	the aeroplane is operated in accordance with the MEL, if established; or		
(b)	the aeroplane is subject to a permit to fly issued in accordance with the applicable airworthiness requirements.		

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110	Spare electrical fuses		
	Aeroplanes shall be equipped with spare electrical fuses, of the ratings required for complete circuit protection, for replacement of those fuses that are allowed to be replaced in flight.		
115	Operating lights		
(a)	Aeroplanes operated at night shall be equipped with: an anti-collision light system;		
(b)	navigation/position lights;		
(c)	a landing light;		
(d)	lighting supplied from the aeroplane's electrical system to provide adequate illumination for all instruments and equipment essential to the safe operation of the aeroplane;		
(e)	lighting supplied from the aeroplane'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 aeroplane is operated as a seaplane.		
120	Operations under VFR – flight and navigational instruments and associated equipment		
(a)	Aeroplanes 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)	Mach number, whenever speed limitations are expressed in terms of Mach number.		
(b)	Aeroplanes operated under visual meteorological conditions (VMC) at night, or in conditions where the aeroplane cannot be maintained in a desired flight path without reference to one or more additional instruments, shall be, in addition to (a), equipped with:		
(1)	a means of measuring and displaying the following: (i) turn and slip; (ii) attitude; (iii) vertical speed; and (iv) stabilised heading; and		
(2)	a means of indicating when the supply of power to the gyroscopic instruments is not adequate.		
(c)	Aeroplanes operated in conditions where they cannot be maintained in a desired flight path without reference to one or more additional instruments, shall be, in addition to (a) and (b), equipped with a means of preventing malfunction of the airspeed indicating system required in (a)(4) due to condensation or icing.		

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125	Operations under IFR – flight and navigational instruments and associated equipment		
	Aeroplanes 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)	turn and slip;		
(7)	attitude;		
(8)	stabilised heading;		
(9)	outside air temperature; and		
(10)	Mach number, whenever speed limitations are expressed in terms of Mach number		
(b)	a means of indicating when the supply of power to the gyroscopic instruments is not adequate; and		
(c)	a means of preventing malfunction of the airspeed indicating system required in (a)(4) due to condensation or icing.		
130	Terrain awareness warning system (TAWS)		
	Turbine-powered aeroplanes certified for a maximum passenger seating configuration of more than nine shall be equipped with a TAWS that meets the requirements for:		
(a)	class A equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual certificate of airworthiness (CofA) was first issued after 1 January 2011; or		
(b)	class B equipment, as specified in an acceptable standard, in the case of aeroplanes for which the individual CofA was first issued on or before 1 January 2011.		
135	Flight crew interphone system		
	Aeroplanes 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.		
140	Seats, seat safety belts, restraint systems and child restraint devices		
(a)	Aeroplanes 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 seat and restraining belts for each berth;		
(3)	a child restraint device (CRD) for each person on board younger than 24 months; and		

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(4)	a seat belt with upper torso restraint system on each flight crew seat, having a single point release for aeroplanes having a CofA first issued on or after 25 August 2016.		
145	First-aid kit		
(a)	Aeroplanes shall be equipped with a first-aid kit		
(b)	The first-aid kit shall be:		
(1)	readily accessible for use; and		
(2)	kept up-to-date.		
150	Supplemental oxygen – pressurised aeroplanes		
(a)	Pressurised aeroplanes operated at flight altitudes for which 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)	Pressurised aeroplanes 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: (i) 100 % of the passengers for any period when the cabin pressure altitude exceeds 15 000 ft, but in no case less than 10 minutes' supply; (ii) at least 30 % of the passengers, for any period when, in the event of loss of pressurisation and taking into account the circumstances of the flight, the pressure altitude in the passenger compartment will be between 14 000 ft and 15 000 ft; and (iii) 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 14000 ft; and		
(2)	all the occupants of the passenger compartment for no less than 10 minutes, in the case of aeroplanes operated at pressure altitudes above 25 000 ft, or operated below that altitude but under conditions that will not allow them to descend safely to a pressure altitude of 13 000 ft within 4 minutes.		
(c)	Pressurised aeroplanes operated at flight altitudes above 25 000 ft shall, in addition, be equipped with a device to provide a warning indication to the flight crew of any loss of pressurisation.		
155	Supplemental oxygen – non-pressurised aeroplanes		
	Non-pressurised aeroplanes operated when an oxygen supply is required shall be equipped with oxygen storage and dispensing apparatus capable of storing and dispensing the required oxygen supplies.		
160	Hand fire extinguishers		
(a)	Aeroplanes, except light aeroplanes, 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.		

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(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.		
260	Marking of break-in points		
	<p>If areas of the aeroplane's fuselage suitable for break-in by rescue crews in an emergency are marked, such areas shall be marked as shown in Figure 1.</p>  <p><i>Figure 1:</i></p>		
170	Emergency locator transmitter (ELT)		
(a)	Aeroplanes shall be equipped with:		
(1)	an ELT of any type, when first issued with an individual CofA on or before 1 July 2008;		
(2)	an automatic ELT, when first issued with an individual CofA after 1 July 2008; or		
(3)	a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a passenger, when certified for a maximum passenger seating configuration of six or less.		
(b)	ELTs of any type and PLBs shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.		
175	Flight over water		
(a)	The following aeroplanes 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, that 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:		
(1)	single-engined landplanes when: <ul style="list-style-type: none"> (i) flying over water beyond gliding distance from land; or (ii) taking off or landing at an aerodrome or operating site where, in the opinion of the pilot-in-command, the take-off or approach path is so disposed over water that there would be a likelihood of a ditching; 		
(2)	seaplanes operated over water; and		
(3)	aeroplanes operated at a distance away from land where an emergency landing is possible greater than that corresponding to 30 minutes at normal cruising speed or 50 NM, whichever is less.		
(b)	Seaplanes operated over water shall be equipped with:		
(1)	one anchor;		
(2)	one sea anchor (drogue), when necessary to assist in maneuvering; and		

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(3)	equipment for making the sound signals, as prescribed in the International Regulations for Preventing Collisions at Sea, where applicable.		
(c)	The pilot-in-command of an aeroplane operated at a distance away from land where an emergency landing is possible greater than that corresponding to 30 minutes at normal cruising speed or 50 NM, whichever is the lesser, shall determine the risks to survival of the occupants of the aeroplane in the event of a ditching, based on which he/she shall determine the carriage of:		
(1)	equipment for making the distress signals;		
(2)	life-rafts in sufficient numbers to carry all persons on board, stowed so as to facilitate their ready use in emergency; and		
(3)	life-saving equipment, to provide the means of sustaining life, as appropriate to the flight to be undertaken.		
180	Survival equipment		
	Aeroplanes operated over 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.		
190	Radio communication equipment		
(a)	Where required by the airspace being flown aeroplanes shall be equipped with radio communication equipment capable of conducting two-way communication with those aeronautical stations and on those frequencies to meet airspace requirements.		
(b)	Radio communication equipment, if required by (a), shall provide for communication on the aeronautical emergency frequency 121.5 MHz.		
(c)	When more than one communication 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.		
195	Navigation equipment		
(a)	Aeroplanes operated over routes that cannot be navigated by reference to visual landmarks shall be equipped with any navigation equipment necessary to enable them to proceed in accordance with:		
(1)	the ATS flight plan; if applicable; and		
(2)	the applicable airspace requirements.		
(b)	Aeroplanes 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)	Aeroplanes operated on flights in which it is intended to land in IMC shall be equipped with suitable 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)	For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.		

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(e)	Aeroplanes shall be equipped with surveillance equipment in accordance with the applicable airspace requirements.		
200	Transponder		
	Where required by the airspace being flown, aeroplanes shall be equipped with a secondary surveillance radar (SSR) transponder with all the required capabilities.		
205	Management of aeronautical databases		
(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 pilot-in-command shall ensure the timely distribution and insertion of current and unaltered aeronautical databases to the aircraft that require them.		
(c)	Notwithstanding any other occurrence reporting requirements, the pilot-in-command 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 pilot-in-command shall not use the affected data.		

I/we declare that I/we have carefully considered the statements that I/we have made above and to the best of my/our belief they are complete and correct. I/we further declare that I/we have not withheld any relevant information or made any false or misleading statements.

Name		Organization	
Position		Approval Reference	
Signature		Date	

Notes:

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