**Patikros skrydžio metu lapas**

*Checklist for Flight inspection – cockpit and cabin*

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| --- | --- | --- | --- | --- |
| **Oro vežėjas**  *Operator (1)* | **Patikrinimo data**  *Date* | **Patikrinimo grupės vadovas**  *Lead Inspector (2)* | | **Patikrinimo numeris**  *Ref. Nr.* |
|  |  |  | |  |
| **Tikslas:**  *Purpose* | | | | |
| **Tikrintojai:**  *Audit team composition***:** | | | **Tikrinamojo ūkio subjekto atstovas:**  *Auditee representative* | |

*(2) Pasirašydamas šį patikros lapą patvirtinu, kad atliekant patikrą neturėjau interesų konfliktų susijusių su tikrinamuoju vežėju(1).*

*By signing this checklist, I hereby confirm that, at the time of performing this activity, I did not have any conflict of interest to declare regarding the above-mentioned operator (1).*

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Skrydžio informacija**  *Flight details* | | | | | | | | | | |
| **Sector** | **Flight Nr** | **A/C type** | **A/C Reg.** | **From** | **To** | **Off-block** | **T-O** | **LDG** | **On block** | **Total** |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |

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| --- | --- | --- | --- |
| **Informacija apie įgūlas**  *Crew details sector 1* | | | |
| **Title** | **Captain** | **F/O** | **SCCM** |
| **Name** |  |  |  |
| **Licence No** |  |  |  |
| **Issued by (State)** |  |  |  |
| **Expiry** |  |  |  |
| **LPC/OPC** |  |  |  |
| **MED** |  |  |  |
| **ELP** |  |  |  |

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| **Komentarai**  *List of remarks* |
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| **Papildomi užrašai/komentarai**  *Additional notes/comments***:** |

**NA = Not Applicable; C = Compliant; NC = Not Compliant; N/R = Not Reviewed**

| **No.** | **Reference** | **Inspection topics** | **Specific requirements/expectations** | **TCA**  **Eval.** | **Description/Remarks** |
| --- | --- | --- | --- | --- | --- |
|  | **Documentation** | | | | |
|  | **SPA.EFB** | Electronic Flight Bag (EFB) appropriately updated and adequately used (if applicable) | * update of databases (e.g. for charts applications); * all type B EFB applications used are in the scope of the approval; * adequate power for the EFB to be available throughout the flight (if applicable); * adequate use of the EFB application iaw the operator’s procedures. * Insurance certificate * Noise Certificate * Radio Licence * AOC true copy * Air Operations specifications | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | Operations Manual(s), part A, B and C, including MEL and QRH. | If on EFB, check operator’s provisions for a back-up. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180**  **CAT.OP.MPA.135(a)(4)**  **CAT.OP.MPA.175** | Current and suitable aeronautical charts. | If on EFB, check operator’s provisions for a back-up. | N/A  C  NC  N/R |  |
|  | **SPA.DG.105(b)** | ICAO Doc 9481 - Emergency Response Guidance for Aircraft Incidents Involving Dangerous Goods (if Operator is approved to carry DG) |  | N/A  C  NC  N/R |  |
|  | **ORO.GEN.110(h)** | Checklists (to include search for explosive devices) |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | Any other documentation that may be pertinent to the flight or is required by the States concerned with the flight. |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | SAR information readily available in cockpit |  | N/A  C  NC  N/R |  |
|  | **Pre-flight planning / preparation** | | | | |
|  | **ORO.CC.100** | Number and composition of cabin crew on board |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100(c); AMC1 CAT.GEN.MPA.100(c)(1** | Crew fit to perform his/her flight duties |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.120** | All crew members can communicate with each other in a common language |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | Technical log | Present and correctly filled for the previous flights.  Check adequacy of the entries for the current flight (fuel,….).  a) Arrival fuel from last sector  b) Daily inspection schedule available  c) Daily Inspection completed when required  d) Deferred defects checked  e) Departure fuel correct  f) Fuel on board sufficient  g) Fuel uplift correct  h) Pre-departure / acceptance completed  A copy should be left on ground.  The technical log should contain the current certificate of Release to Service. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | Journey log or equivalent |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | ATS Flight Plan |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | Mass and Balance documentation |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180**  **CAT.OP.MPA.175** | NOTAMs and Flight Crew Supplementary Information and bulletins | Available sufficiently in advance | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | Cargo/Passenger manifest |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180** | Meteorological information available and assessed. | It should include information specified in point (e) of point MET.TR.215, and possibly supplemental information from a certified meteorological service provider or from another reliable sources which has been evaluated by the operator.  Available sufficiently in advance | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.175** | Operational flight plan (OFP) preparation | Check that the template described in the OM is used.  All entries on the operational flight plan should be made concurrently and be permanent in nature.  Check the correct implementation of the operator’s approved fuel scheme, including the implementation of the operator’s policy for the aerodrome selection. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.105** | Adequacy/suitability of the destination and alternate checked |  | N/A  C  NC  N/R |  |
|  | **CAT.POL.A.** | Aircraft take-off, en-route and landing performance checked. |  | N/A  C  NC  N/R |  |
|  | **ORO.FTL** | Crew scheduling within limits and in accordance with operator’s approved FTSS. |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.125** | ATC clearance to deviate from a published departure or arrival route | Obstacle clearance criteria are observed and full account is taken of the operating conditions | N/A  C  NC  N/R |  |
|  | **CAT.OP.GEN.105(a)(12) & CAT.OP.MPA.175(b)(1)** | Pre-flight inspection – pilot / flight engineer |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.126**  **CAT.OP.MPA.175** | Navigational database required for performance-based navigation (PBN) is suitable and current |  | N/A  C  NC  N/R |  |
|  | **ORO. GEN.110** | PIC/Crew briefing | The briefing should follow a structured approach iaw OM/AFM.  Items to be addressed:  - Weather, Notams, Fuel (destination/alternate) and status of the aircraft;  - Charts availability;  - Route, altitudes, radio aids, SID, RNP, RTO, Engine Out, emergencies, take off alternate;  - FMS entries (PF reads out of FMS, PNF/PM crosschecks);  - Take off performance: actual take-off weight, power/ thrust and speeds;  Briefing should address the use of automation system and configuration changes during the initial climb. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(a)(12)** | Windscreens cleanliness |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.185**  **SPA.DG.110(d)(e)** | Documents to be retained on the ground | (1) OFP;  (2) relevant part(s) of the aircraft technical log;  (3) NOTAM documentation (if specifically edited by the operator);  (4) M&B documentation; and  (5) special loads notification.  In addition:   * DG transport document * NOTOC ( accessible to flight dispatchers- | N/A  C  NC  N/R |  |
|  | **SPA approvals pre-flight procedures** | | | | |
|  | **SPA.MNPS** | MNPS pre-flight procedures | * ATS FP correctly filled * Plotting chart available; * MEL checked for MNPS capability * Specific procedures for the NAT area available (incl. contingency procedures) * Inertial navigation System Alignment * Satellite availability checked for GPS LRNS; * Loading of Waypoints * Checking of Flight Plan Data * Checking of Long Range Communication Equipment (HF-Systems); * UTC-Check and synchronisation of the aircraft`s Master clock. | N/A  C  NC  N/R |  |
|  | **SPA.RVSM** | RVSM pre-flight procedures | * Airframe is approved for RVSM operations; * Verification of the reported and forecast weather on the route of flight; * Checking of the condition of the minimum equipment requirements (as per MEL) pertaining to height-keeping and alerting systems; * Checking of any airframe or operating restriction related to RVSM operations; * Condition of static sources and conditions of fuselage skin checked during the pre-flight; * Altimeters checked and compared (max discrepancy 23 m (75 ft)). | N/A  C  NC  N/R |  |
|  | **SPA.LVO** | LVTO pre-flight procedures | * Compliance with the operator’s LVTO pre-flight procedures. * Checking of the condition of the minimum equipment requirements (as per MEL) pertaining to LVTO. | N/A  C  NC  N/R |  |
|  | **SPA.PBN** | PBN pre-flight procedures | * Checking of the condition of the minimum equipment requirements (as per MEL) pertaining to PBN. * Check that the autopilot/flight director is installed and operational; * Pre-flight RNP assessment performed (predictive); * Exclusion of NAVAID facilities in accordance with NOTAMS; * Navigation database accuracy checked. | N/A  C  NC  N/R |  |
|  | **SPA.ETOPS** | ETOPS pre-flight procedures | * Verification of the condition of the minimum equipment requirements (as per MEL) pertaining to ETOPS operations; * Selection of adequate alternate aerodrome, considering services/facilities and the latest available weather forecast against the applicable ETOPS planning minima; * Establishment of the fuel necessary for the flight based on the critical fuel scenario and icing conditions (if applicable); * Verification of the availability of communication system (VHF/HF, SAT-COM, Data Link System (if installed)). | N/A  C  NC  N/R |  |
|  | **SPA.SET-IMC** | SPA.SET-IMC pre-flight procedures | * Identification of landing sites at gliding distance along the route. * Assessment of meteorological conditions at landing sites. * Landing sites programmed in the navigation system. * Use of a risk period (limited to 15 mn for the full flight) in case no landing site is available. | N/A  C  NC  N/R |  |
|  | **Loading** | | | | |
|  | **CAT.OP.MPA.160 & 230** | Exits unobstructed by cargo |  | N/A  C  NC  N/R |  |
|  | **CAT.OP. MPA.200** | Special refuelling/defueling procedures (with passengers embarking, on board or disembarking, engine running or with wide-cut fuel | Refueling/defueling with passengers embarking, on-board or disembarking:   * One qualified person; * Check 2 way communication system in place; * Fasten seat belt signs off; * Minimum required CC number on board.   Check the implementation of the operator’s procedure for all types of special refuelling. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.180 & CAT.POL.MAB.100 & 105**  **CAT.OP.MPA.160**  **CAT.OP.MPA.175(b)(1)**  **CAT.GEN.MPA.155(c), SPA.DG.110**  **ORO.MLR.115(b)**  **CAT.POL.MAB.105(c)**  **SPA.EFB** | Loadsheet:  a) APS/Dry Op Mass / Index correct  b) CG calculation correct  c) Crew bags allowance adequate  d) Take-off fuel correct  e) Baggage/cargo mass secured and distribution is correct  f) Load distribution correctly shown  g) Load spreaders/tie downs included  h) Masses, including Last Minute Changes within limits (t/o, land, zero fuel)  i) Spares/tools included as required  j) Dangerous Goods (NOTOC)  k) Copy left on ground  l) Electronic signature(s)  m) If EFB used for mass and balance and/or performance calculation, results must be independently calculated by each pilot | Check that the final Loadsheet is reflecting the final load distribution (fuel, passengers, cargo). | N/A  C  NC  N/R |  |
|  | **Cabin preparation** | | | | |
|  | **CAT.OP.MPA.175(b)(1)** | Availability of emergency and safety equipment |  | N/A  C  NC  N/R |  |
|  | **CAT.IDE.A.105** | Emergency and safety equipment in operable condition |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(a)(13)** | Relevant emergency equipment remains easily accessible for immediate use | Check that emergency equipment is not obstructed by:  - service items;  - passenger personal belongings;  - aircrew personal belongings. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.170** | Persons under the influence of psychoactive substances | Check that that no person is allowed to enter the aircraft when under the influence of psychoactive substances to the extent that the safety of the aircraft or its occupants is likely to be endangered. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100(b)(1-3)** | Communication between cabin and cockpit | Check if there is adequate communication between cabin and cockpit.  Check if cabin crew reports to commander:  - faults, failures, malfunctions or defects which may affect the airworthiness or safe operation of the aircraft including emergency systems;  - incidents that endangered, or could have endangered, the safety of the operation;  - any other event falling under the operator’s MOR | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.170 + AMCs** | Passenger briefing | Check that all briefings are conducted and their content.  Subject to the applicability depending on the operation:  - Life jacket demonstration;  - Emergency exit instruction;  - Oxygen equipment demonstration;  - Safety belt demonstration;  - Safety cards;  - Use of video. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.165 + AMCs** | Seat allocation | Check conditions of allocations of seats close to an emergency exit. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.155 + AMCs** | Carriage of special categories of passengers | Check allocation of seats to SCPs (including Ums) under established conditions. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.160 +AMCs** | Stowage of baggage and cargo | Check adequate stowage (in area able to restrain it) in the cabin of:   * Hand baggage * Cargo (No DG) * Live animals (8 kg max) | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.230** | All exits and escape paths | Check that all exits and escape paths are unobstructed. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.200**  **SPA.DG.105**  **SPA.DG.110** | Transport of dangerous goods | Check that only DGs which are:   * Not subject to ICAO TI; * Are carried by passengers iaw Part 8 of the ICAO TI   are carried in the cabin. | N/A  C  NC  N/R |  |
|  | **ORO.GEN 110**  **AMC1 ORO.GEN 110 (f)(h)**  **CAT.GEN.MPA.100** | Cabin crew pre-departure tasks | In addition to the above items, verify the following:   * Briefing of cabin crew by the senior cabin crew member ; * Check of safety and emergency equipment; * Security checks as applicable; * Cabin secure’ report to flight crew; * Cabin crew at assigned station; * Reporting of any deficiency and/or un-serviceability of equipment and/or any incident. | N/A  C  NC  N/R |  |
|  | **Pre-departure/ start / taxi** | | | | |
|  | **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105**  **CAT.OP.MPA.100**  **CAT.OP.MPA.175**  **CAT.OP.MPA.245**  **CAT.OP.MPA.265**  **CAT.IDE.A.345**  **CAT.IDE.A.350**  **CAT.POL.A.100**  **CAT.POL.A.105**  **CAT.POL.A.200**  **CAT.POL.A.205**  **SPA.EFB** | Flight crew pre-departure tasks | * Departure & Emergency brief; * ATC Clearance * Crew Oxygen checked * Radio/ navigation equipment checks * Before-start checks completed * Performance calculations completed (verify independent calculations if EFB is used); * Insertion of take-off data in FMS/FMGS * Departure weather conditions. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.115** | Personnel or crew members other than cabin crew in the passenger compartment | Positioning crew in the cabin distinguishable from operating crew. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.140** | Use of portable electronic devices | Verify implementation of the operator’s policy regarding the use of PEDs by passengers. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105**  **ORO.SEC.100** | Cockpit door security procedures | Check that the door is closed prior to engine start for take-off until engine shutdown after landing, except when deemed to be necessary for authorised persons to access or egress in compliance with national civil aviation security programmes | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.215** | Use of headsets |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.124**  **ORO.GEN.110(f)**  **AMC1 ORO.GEN.110(f)** | Taxiing of aircraft, including engine start(s) on taxiways | Verify implementation of the sterile FC compartment procedures. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105** | Power checks – as appropriate |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.220** | Assisting means for emergency evacuation | Check that all slides are armed according to the operator’s procedure | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.225** | Passenger seats, safety belts and restraint systems | Check that cabin crew has ensured that passengers on board occupy a seat or berth with his/her safety belt or restraint system properly secured.  Check that cabin crew ensures that infants are properly secured. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.225** | Cabin crew seats and safety belts and restraint systems | Check that crew member properly secure themselves by all safety belts and restraint systems provided. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.230** | Galley and all equipment secured |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.250**  **EASA SIB 2017-11**  **Global De-icing Standards** | Flight in expected or actual icing conditions | * Verification that the aircraft is clear of contamination; * In case of de-icing, communication with ground staff about the treatment and calculation of the HoT iaw OM procedures; * Entry in the technical log for the de-icing; * Check after de-icing performed. | N/A  C  NC  N/R |  |
|  | **Take-off climb, cruise** | | | | |
|  | **CAT.OP.MPA.210(b) ;**  **CAT.OP.MPA.225(a)** | Cabin crew at the assigned station | Check that the cabin crew during critical phases of flight is at the assigned station and does not perform any activities other than those required for the safe operation of the aircraft. | N/A  C  NC  N/R |  |
|  | **CAT.POL.A.200 & 205**  **CAT.GEN.MPA.100 & 105** | V speed compliance |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.130 & CAT.GEN.MPA.100 & 105** | Noise abatement procedures |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100 & 105**  **ORO.GEN.110(f)**  **AMC1 ORO.GEN.110(f)** | Adherence to / use of checklists | * Implementation of the operator’s procedure for a sterile flight cockpit during take-off and below 10.000 ft. * Implementation of the operator call-out procedures. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.125**  **CAT.OP.MPA.126** | Instrument departure/approach and PBN procedures |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.101** | Altimeter checking/setting procedures |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.245** | Alternate and destination weather recording |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105** | Handling of an emergency (if any) |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.185** | In-flight fuel management | Fuel checks performed and recorded at regular intervals iaw OM | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100 & 105** | MNPS procedures | * Verification and confirmation of the oceanic clearance; * Checking of accuracy of LRNSs; * Checking of the waypoints and position check at waypoints; * Regular check of engagement of navigation system; * Implementation of the contingency procedures (if applicable). | N/A  C  NC  N/R |  |
|  | **SPA.ETOPS.100/110/115** | Extended Range Operations with two-engined aeroplanes (ETOPS) | * Monitoring of ETOPS alternate (weather conditions, facilities,…); * Fuel monitoring (recorded); * Implementation of the OM’s ETOPS contingency procedures (if applicable). | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105** | MSA compliance/awareness |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105** | Nav aid idents cross-checked |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105** | Navigation accuracy / track and distance Way Point check |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105** | Plotting chart (long range nav) |  | N/A  C  NC  N/R |  |
|  | **SPA.RVSM.105**  **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105** | RVSM procedures | * Verify implementation of the prior to RVSM airspace entry conditions (altimeters X-check and equipment operating). * Request of a new clearance if required equipment inoperative. * sub-scale on all primary and standby altimeters to 1013.2 hPa / 29.92 in Hg when passing the transition altitude; * Cleared flight level maintained; * Undershoot/overshoot avoided when changing levels. * Altitude alert system operative; * X-check every hour of the altimeters. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.100**  **CAT.GEN.MPA.105** | RTF communication procedures, including HF |  | N/A  C  NC  N/R |  |
|  | **ORO.GEN.110;**  **AMC1 CAT.OP.MPA.170(b)** | Cabin procedures in cruise | * Safety briefing/information to passenger * Surveillance of passenger cabin * Prevention and detection of fire in the cabin (including the combi-cargo area, crew rest areas, galleys, lavatories and any other cabin remote areas) and instructions for actions to be taken * Actions to be taken when turbulence is encountered * Actions to be taken in case of in-flight incidents (e.g. medical emergency) * Actions to be taken in the event of emergency situations * Reporting of any deficiency and/or un-serviceability of equipment and/or any incident. | N/A  C  NC  N/R |  |
|  | **Descent, approach, landing** | | | | |
|  | **ORO.GEN.110** | Cabin descent | * Securing of passenger cabin (e.g. seat belts, cabin, cargo/baggage) * Securing of galleys and stowage of equipment * Ensure that all escape paths and emergency exits are unobstructed * Cabin secure’ report to flight crew * Operation of cabin lights * Surveillance of passenger cabin * Prevention and detection of fire in the cabin (including the combi-cargo area, crew rest areas, galleys, lavatories and any other cabin remote areas) and instructions for actions to be taken * Actions to be taken in the event of emergency situations * Disarming of door/exit slides (post-landing) * Reporting of any deficiency and/or un-serviceability of equipment and/or any incident. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.170(c)** | Safety briefing to passengers |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.225** | Passenger seats, safety belts and restraint systems | Check that cabin crew has ensured that passengers on board occupy a seat or berth with his/her safety belt or restraint system properly secured.  Check that cabin crew ensures that infants are properly secured. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.230** | Galley and all equipment secured |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.230** | All exits and escape paths | Check that all exits and escape paths are unobstructed. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.160 +AMCs** | Stowage of baggage and cargo | Check adequate stowage (in area able to restrain it) in the cabin of:   * Hand baggage * Cargo (No DG)   Live animals (8 kg max) | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.210(b) ;**  **CAT.OP.MPA.225(a)** | Cabin crew at the assigned station | Check that the cabin crew during critical phases of flight is at the assigned station and does not perform any activities other than those required for the safe operation of the aircraft | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.225** | Cabin crew seats and safety belts and restraint systems | Check that crew member properly secure themselves by all safety belts and restraint systems provided. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.135(a)(4)** | IAP chart accessible to each pilot |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.295** | Use of ACAS | Monitor operational use | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.290** | Use of TAWS | Monitor operational use. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.270** | Check of MSA before descent |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.110** | Aerodrome Operating Minima correct |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(8)** | Descent and approach planning |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(8)** | Approach briefing / threats identified | Implementation of the operator call-out procedures. | N/A  C  NC  N/R |  |
|  | **CAT.POL.MAB.100(a)**  **CAT.OP.MPA.300**  **CAT.OP.MPA.303** | Landing mass check  Landing distance at the time of arrival (LDTA) assessment | Check the adequate implementation of the methodology described in the OM for the LDTA assessment and the use of the correct set of data. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(8)** | V speeds correct and cross-checked |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(8)** | Nav aid idents cross-checked |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(8)** | Altimeter setting / checking |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(8)** | Speed control |  | N/A  C  NC  N/R |  |
|  | **CAT.POL.A.245**  **CAT.POL.A.345** | Steep approach | OM approved procedures complied with. | N/A  C  NC  N/R |  |
|  | **CAT.POL.A.250**  **CAT.POL.A.350** | Short landing operations | OM approved procedures complied with. | N/A  C  NC  N/R |  |
|  | **SPA.LVO.125** | LVO | * Conditions to start an LVO approach * Implementation of OM’s defined procedures, incl. * checks for the satisfactory functioning of the aircraft equipment; * status of the ground installations and airborne equipment * minimum visual reference required; * correct seating and eye position; * action following a deterioration of the visual reference; * allocation of crew duties; * height calls below 200 ft based on the radio altimeter * monitoring of the aircraft instruments until the landing is completed; * use of information relating to wind velocity, wind shear, turbulence, runway contamination and use of multiple RVR assessments; * consideration of operating limitations resulting from airworthiness certification. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.312** | EFVS 200 | * Aircraft eligible (certified and no MEL restriction applicable) * runways, FATO and instrument approach procedures (IAPs) suitable for EFVS operations are used; * FC trained iaw the approved FC training programme; * Operating procedures followed; * EFVS 200 not conducted during LVOs. | N/A  C  NC  N/R |  |
|  | **SPA.PBN** | RNP AR APCH | * checks for the satisfactory functioning of the required aircraft equipment; * confirmation of the selection of the correct procedure; * verification that the navigation system uses the appropriate navigation accuracy; * verification that GNSS updating is available; * Track deviation monitoring; * Verification of A/C capability for RF legs (if applicable); * Adequate use of temperature compensation function (if applicable); * Current local QNH set before FAF; * Altimeter cross-check. | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.125**  **CAT.OP.MPA.126** | Compliance with STARs and PBN procedures |  | N/A  C  NC  N/R |  |
|  | **CAT.POL.MPA.125** | Holding procedure |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.115** | Stabilised approach:   * All approaches * NPA: CDFA technique to be used on approaches using NPA procedures, except for such particular runways for which the competent authority has approved another flight technique..) | For each case, check the conditions and procedures defined by the operator against the applicable AMCs. | N/A  C  NC  N/R |  |
|  | **ORO.GEN.110(f)**  **AMC1 ORO.GEN.110(f)** | Sterile flight crew compartment | Implementation of the operator’s procedure for a sterile flight cockpit during approach and landing. | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105(8)** | After landing / Shut-down checks completed |  | N/A  C  NC  N/R |  |
|  | **Post-flight** | | | | |
|  | **ORO.FTL.205**  **OPS 1.1120** | Commander’s discretion Report if applicable) |  | N/A  C  NC  N/R |  |
|  | **CAT.OP.MPA.311** | Reporting on runway breaking action | Check that the commander notifes ATS in case of runway braking action encountered not as good as reported by the aerodrome operator. | N/A  C  NC  N/R |  |
|  | **ORO.FTL.110(I)**  **OPS 1.1090(2)** | Duty times correct - all crew within limits |  | N/A  C  NC  N/R |  |
|  | **CAT.GEN.MPA.105** | Tech log completed correctly (all defects entered) |  | N/A  C  NC  N/R |  |
|  | **ORO.FTL.110 (b)**  **OPS 1.1090** | Transit rest facilities adequate |  | N/A  C  NC  N/R |  |
|  | **General** | | | | |
|  | **ORO.GEN.110 (h)** | Crew Resource Management | Evaluation of CRM non-technical skills | N/A  C  NC  N/R |  |
|  | **ORO.FTL.110 (b)**  **OPS 1.1090** | Crew rest facilities adequate (on board/ hotac) |  | N/A  C  NC  N/R |  |