


MINISTERSTVO VNÚTRA SLOVENSKEJ REPUBLIKY

Letecký útvar Ministerstva vnútra Slovenskej republiky

Letisko M. R. Štefánika, 823 03 Bratislava 216

**REGULATION (EU) 965/2012, ANNEX VIII, SUBPART D, SECTION 2
COMPLIANCE CHECKLIST/STATEMENT**

SPO.IDE.H	Subject	Compliant Y / N / N/A	Method of compliance or Reason for Non applicability
SPO.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:		
(a)(1)	(1) used by the flight crew to control the flight path;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(2)	(2) used to comply with SPO.IDE.H.215;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(3)	(3) used to comply with SPO.IDE.H.220; or	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(4)	(4) installed in the helicopter.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(b) The following items, when required by this Subpart, do not need an equipment approval:		
(b)(1)	(1) independent portable lights;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(2)	(2) an accurate time piece;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(3)	(3) first-aid kit;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(4)	(4) survival and signalling equipment;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(5)	(5) sea anchor and equipment for mooring;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(6)	(6) child restraint device;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(7)	(7) a simple PCDS used by a task specialist as a restraint device.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)	(c) Instruments, equipment or accessories not required under this Annex (Part-SPO), as well as any other equipment that is not required under this Regulation, but carried on a flight, shall comply with the following requirements:		

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(c)(1)	(1) the information provided by those instruments, equipment or accessories shall not be used by the flight crew members to comply with Annex II to Regulation (EU) 2018/1139 or points SPO.IDE.H.215 and SPO.IDE.H.220 of this Annex;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)(2)	(2) the instruments, equipment or accessories shall not affect the airworthiness of the helicopter, even in the case of failures or malfunction.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(e)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(f)	(f) All required emergency equipment shall be easily accessible for immediate use.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to :</i> GM1 SPO.IDE.H.100(a); GM1 SPO.IDE.H.100(b); GM1 SPO.IDE.H.100(c); GM1 SPO.IDE.H.100(d);		
SPO.IDE.H.105 - Minimum equipment for flight			
	A flight shall not be commenced when any of the helicopter's instruments, items of equipment or functions required for the		

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	within the constraints of the master minimum equipment list (MMEL) in accordance with point ORO.MLR.105(j) of Annex III;		
(c)	(c) the helicopter is subject to a permit to fly issued in accordance with the applicable airworthiness requirements.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to:</i> <i>AMC1 SPO.IDE.H.105; GM1 SPO.IDE.H.105</i>		
SPO.IDE.H.115 - Operating lights			
	Helicopters operated at night shall be equipped with:		
(a)	(a) an anti-collision light system;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(b) navigation/position lights;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)	(c) a landing light	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)	(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;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(e)	(e) lighting supplied from the helicopter's electrical system to provide illumination in all cabin compartments;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(f)	(f) an independent portable light for each crew member station; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(g)	(g) lights to conform with the International Regulations for Preventing Collisions at Sea if the helicopter is amphibious	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to : AMC1 SPO.IDE.H.115</i>		
SPO.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:		
(a)(1)	(1) magnetic heading,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(2)	(2) time in hours, minutes and seconds,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(3)	(3) barometric altitude,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(4)	(4) indicated airspeed, and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	

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(a)(5)	(5) slip.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(b) Helicopters operated under VMC overwater and out of sight of the land or under VMC at night, shall be, in addition to (a), equipped with:		
(b)(1)	(1) a means of measuring and displaying:	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(1)(i)	(i) attitude,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(1)(ii)	(ii) vertical speed, and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(1)(iii)	(iii) stabilised heading;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(2)	(2) a means of indicating when the supply of power to the gyroscopic instruments is not adequate; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(3)	(3) for complex motor-powered helicopters, a means of preventing malfunction of the airspeed indicating system required in (a)(4) due to condensation or icing.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)	(c) Helicopters operated when the visibility is less than 1 500 m, or 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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)	(d) Whenever two pilots are required for the operation, helicopters shall be equipped with an additional separate means of displaying:		
(d)(1)	(1) barometric altitude,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)(2)	(2) indicated airspeed,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)(3)	(3) slip,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)(4)	(4) attitude, if applicable,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)(5)	(5) vertical speed, if applicable, and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)(6)	(6) stabilised heading, if applicable.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	

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	Refer also to : AMC1 SPO.IDE.H.120; AMC1 SPO.IDE.H.120(a)(1); AMC1 SPO.IDE.H.120(a)(2); AMC1 SPO.IDE.H.120(a)(3); AMC1 SPO.IDE.H.120(a)(4); AMC1 SPO.IDE.H.120(a)(5); AMC1 SPO.IDE.H.120(b)(1)(iii); AMC1 SPO.IDE.H.120(b)(3); AMC1 SPO.IDE.H.120(d)		
SPO.IDE.H.125 - Operations under IFR — flight and navigational instruments and associated equipment			
	Helicopters operated under IFR shall be equipped with:		
(a)	(a) a means of measuring and displaying:		
(a)(1)	(1) magnetic heading,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(2)	(2) time in hours, minutes and seconds,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(3)	(3) barometric altitude,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(4)	(4) indicated airspeed,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(5)	(5) vertical speed,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(6)	(6) slip,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(7)	(7) attitude,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(8)	(8) stabilised heading, and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(9)	(9) outside air temperature;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(b) a means of indicating when the supply of power to the gyroscopic instruments is not adequate;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)	(c) whenever two pilots are required for the operation, an additional separate means of displaying:		
(c)(1)	(1) barometric altitude,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)(2)	(2) indicated airspeed,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)(3)	(3) vertical speed,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)(4)	(4) slip,	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)(5)	(5) attitude, and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	



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(c)(6)	(6) stabilised heading;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)	(d) a means of preventing malfunction of the airspeed indicating system required by (a)(4) and (c)(2) due to condensation or icing;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(e)	(e) an additional means of measuring and displaying attitude as a standby instrument; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(f)	(f) the following for complex motor-powered helicopters:		
(f)(1)	(1) an alternate source of static pressure; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(f)(2)	(2) a chart holder in an easily readable position that can be illuminated for night operations	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	Refer also to : AMC1 SPO.IDE.H.125; AMC1 SPO.IDE.H.125(a)(1); AMC1 SPO.IDE.H.125(a)(2); AMC1 SPO.IDE.H.125(a)(3); GM1 SPO.IDE.H.125(a)(3); AMC1 SPO.IDE.H.125(a)(4); AMC1 SPO.IDE.H.125(a)(8); AMC1 SPO.IDE.H.125(a)(9); AMC1 SPO.IDE.H.125(c); AMC1 SPO.IDE.H.125(d); AMC1 SPO.IDE.H.125(f)(2)		
SPO.IDE.H.135 - 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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	Refer also to : AMC1 SPO.IDE.H.135		
SPO.IDE.H.140 - 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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(b) The CVR shall be capable of retaining data recorded during at least the preceding 2 hours.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)	(c) The CVR shall record with reference to a timescale:		
(c)(1)	(1) voice communications transmitted from or received in the flight crew compartment by radio;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	

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(c)(2)	(2) flight crew members' voice communications using the interphone system and the public address system, if installed;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)(3)	(3) the aural environment of the cockpit, including, without interruption, the audio signals received from each crew microphone; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)(4)	(4) voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(e)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(f)	(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	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to : AMC1 SPO.IDE.H.140</i>		
SPO.IDE.H.145 - 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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(b) The FDR shall record the parameters required to determine accurately the helicopter flight path, speed, attitude, engine	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	



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	power, configuration and operation and be capable of retaining data recorded during at least the preceding 10 hours.		
(c)	(c) Data shall be obtained from helicopter sources that enable accurate correlation with information displayed to the flight crew.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(e)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	Refer also to : AMC1 SPO.IDE.H.145; AMC2 SPO. IDE.H.145		
SPO.IDE.H.155 - 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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	Refer also to : GM1 SPO.IDE.H.155		
SPO.IDE.H.160 - Seats, seat safety belts and restraint systems			
(a)	(a) Helicopters shall be equipped with:		
(a)(1)	(1) a seat or station for each crew member or task specialist on board;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(2)	(2) a seat belt on each seat, and restraint devices for each station;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(3)	(3) for helicopters first issued with an individual CofA after 31 December 2012, a seat belt with an upper torso restraint system for each seat; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(4)	(4) 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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	



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SPO.IDE.H	Subject	Compliant Y / N / N/A	Method of compliance or Reason for Non applicability
(b)	(b) A seat belt with upper torso restraint system shall have a single point release.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to : AMC2 SPO.IDE.H.160</i>		
SPO.IDE.H.165 - First-aid kit			
(a)	(a) Helicopters shall be equipped with a first-aid kit.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(b) The first-aid kit shall be:		
(b)(1)	(1) readily accessible for use;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)(2)	(2) kept up to date.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to: AMC1 SPO.IDE.H.165; AMC2 SPO.IDE.H.165; AMC3 SPO.IDE.H.165; GM1 SPO.IDE.H.165; GM2 SPO.IDE.H.165; GM3 SPO.IDE.H.165; GM4 SPO.IDE.H.165</i>		
SPO.IDE.H.180 - Hand fire extinguishers			
(a)	(a) Helicopters, except ELA2 helicopters, shall be equipped with at least one hand fire extinguisher:		
(a)(1)	(1) in the flight crew compartment; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(2)	(2) in each cabin compartment that is separate from the flight crew compartment, except if the compartment is readily accessible to the flight crew.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to : AMC1 SPO.IDE.H.180</i>		
SPO.IDE.H.185 - Marking of break-in points			



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	<p>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.</p> <p>Figure 1</p> 	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	Refer also to: AMC1 SPO.IDE.H.185		
SPO.IDE.H.190 - Emergency locator transmitter (ELT)			
(a)	(a) Helicopters certified for a maximum seating configuration above six shall be equipped with:		
(a)(1)	(1) an automatic ELT; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(2)	(2) one survival ELT (ELT(S)) in a life-raft or life-jacket when the helicopter is operated at a distance from land corresponding to more than 3 minutes flying time at normal cruising speed.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(b) Helicopters certified for a maximum seating configuration of six or less shall be equipped with an ELT(S) or a personal locator beacon (PLB), carried by a crew member or a task specialist.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)	(c) ELTs of any type and PLBs shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<p>Refer also to :</p> <p>AMC1 SPO.IDE.H.190; AMC2 SPO.IDE.H.190; AMC3 SPO.IDE.H.190;</p> <p>AMC4 SPO.IDE.H.190; GM1 SPO.IDE.H.190; GM2 SPO.IDE.H.190;</p> <p>GM3 SPO.IDE.H.190</p>		

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SPO.IDE.H	Subject	Compliant Y / N / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.H.210 - 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, crew member and/or task specialist at his/her assigned station.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to : AMC1 SPO.IDE.H.210; GM1 SPO.IDE.H.210</i>		
SPO.IDE.H.215 - 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:		
(a)(1)	(1) conducting two-way communication for aerodrome control purposes;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	2 N VHF/AM - Collins - Proline 21 #1 +2 6,4+6,0 kg
(a)(2)	(2) receiving meteorological information;	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(3)	(3) conducting two-way communication at any time during flight with those aeronautical stations and on those frequencies prescribed by the appropriate authority; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(4)	(4) providing for communication on the aeronautical emergency frequency 121,5 MHz.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)	(c) When a radio communication system is required, and in addition to the flight crew interphone system required in SPO.IDE.H.135, helicopters shall be equipped with a transmit button on the flight controls for each required pilot and crew member at his/her assigned station.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to : GM1 SPO.IDE.H.215</i>		



MINISTERSTVO VNÚTRA SLOVENSKEJ REPUBLIKY

Letecký útvar Ministerstva vnútra Slovenskej republiky
Letisko M. R. Štefánika, 823 03 Bratislava 216

SPO.IDE.H	Subject	Compliant Y / N / N/A	Method of compliance or Reason for Non applicability
SPO.IDE.H.220 – Navigation equipment			
(a)	(a) Helicopters shall be equipped with navigation equipment that will enable them to proceed in accordance with:		
(a)(1)	(1) the ATS flight plan, if applicable; and	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(a)(2)	(2) the applicable airspace requirements.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(b)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(c)	(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.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(d)	(d) For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
(e)	(e) Helicopters shall be equipped with surveillance equipment in accordance with the applicable airspace requirements.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to :</i> AMC1 SPO.IDE.H.220; GM1 SPO.IDE.H.220; GM2 SPO.IDE.H.220		
SPO.IDE.H.225 - Transponder			
	Where required by the airspace being flown, helicopters shall be equipped with a secondary surveillance radar (SSR) transponder with all the required capabilities.	<input type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> N/A	
	<i>Refer also to : AMC1 SPO.IDE.H.225</i>		